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Tales of a Bank Teller

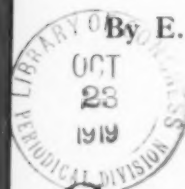
By GEORGE A. LEARY

War's Trail of Horror

By KATHLEEN HILLS

Callers at the White House

By E. W. HALFORD



George Creel's Page

Pictorial Digest of the World's News



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THE BEVERAGE

The all-year-'round soft drink

Popular demand--built Bevo's great plant--the most perfect industrial equipment in the world. Scientifically lighted and ventilated, and provided with every humanitarian device possible for the protection of the health and safety of its thousands of employes. Electrically operated. Capacity 2 million bottles daily.

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ST. LOUIS**



**Visitors to St. Louis are invited
to inspect this mammoth institution.**

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THE OLIVER TYPEWRITER COMPANY
1047 Oliver Typewriter Building, Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$57 at the rate of \$5 per month. The title to remain in you until fully paid for.

My shipping point is

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of 5 days.

Name

Street Address

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Occupation or Business



This Oliver Shipped from the Factory to You for Free Trial

This is an open, bona-fide free trial offer. There are no "strings" to it whatever. It is made direct to you by the Oliver Typewriter Company, a \$2,000,000 concern.

It means that you can get a new Model Oliver No. 9, latest and finest product of our factories, for free

trial in your own home or office without risking a penny. You do not have to send us a cent with the coupon. You do not have to make any deposit. You do not have to obligate yourself to any purchase or expense whatsoever. The Oliver comes to you for free trial entirely at our risk and expense.

Not a Penny Cost to You

The free trial does not cost you one cent. You can use the Oliver for five days as if it were your own. You can use it at home or at the office. You can make all the tests and comparisons you wish. You can judge its workmanship, its speed, its durability. You can ask the opinions of others.

Then if you agree that it is the finest typewriter at any price, and decide to buy it, pay us at the easy rate of only \$5 a month until the \$57 is paid.

If you want to return it, ship it back, express collect. We will then even refund the outgoing transportation charges, so you won't be out one cent. This is the offer that stands back of the Oliver and means more for the typewriter than we ever could say in words.

You can get a new Oliver at the amazingly small price of \$57—and you can pay for it on terms so easy that you won't miss the money.

Only \$3 a Month

We do not ask all cash. We do not ask a big cash payment at any time.

You have a year and a half to pay for the Oliver at the easy rate of only \$3 a month.

*A Finer Typewriter
at a Fair Price*



We Guarantee That This \$57 Typewriter Was \$100

It is our latest and best model, the finest product of our factories, our famous Oliver No. 9, as we absolutely guarantee.

The Oliver would still be priced at \$100 if we had to sell it by our former methods. The lower price comes from our new economical method of distribution. And you benefit by the saving.

This new plan makes it possible now for everyone to own the Oliver. It is no longer necessary for you to consider paying \$100 for a typewriter or putting your good money into a second-hand machine, or even to rent.

And you have the use of the Oliver while paying for it!

Mail the Coupon

Note the two-way coupon below. It brings you either an Oliver for free trial or our remarkable book entitled "The High Cost of Typewriters—The Reason and the Remedy."

This book explains how we are able to save you \$43. With it we send a descriptive catalog. All free and post-paid.

Fill out the coupon now for either the free trial Oliver or for our free book. Do it NOW!

Canadian Price, \$72

The Oliver Typewriter Company

1047 Oliver Typewriter Building
Chicago, Ill.

The Oliver Typewriter Company
1047 Oliver Typewriter Bldg., Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it I will pay \$57 at the rate of \$5 per month. The title to remain in you until fully paid for.

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

My shipping point is

☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalog, and further information.

Name

Street Address

City

State

Occupation or Business

This Coupon Saves You \$43

Truckman Extraordinary

How Federals Help to Build Up Business

THIS is the story of how tireless energy—a new conception of on-the-job service—and Federal motor trucks built a business.

Four years ago, 1915, James Riha entered the cartage business in Chicago—securing several contracts which enabled him to purchase a motor truck. The motor truck was a Federal, of 1½ tons capacity.

Hard work and long hours followed—plus a haulage service which always managed to exceed the expectations of Riha's clients.

He Buys His Second Federal

Riha's reputation grew. More contracts rolled in. Another truck became necessary. And with Riha "another truck" meant only "another Federal." So a 2-ton Federal was purchased on March 16, 1917.

And now the business grew by leaps and bounds. His third truck—also "another Federal"—was delivered on May 24, 1917. Among his clients were now listed the Sears-Roebuck Co., A. Brandewine, the Englander Bed Co., Hibbard, Spencer & Bartlett, and the National Analine and Chemical Company.

His fleet of trucks—for it is now a real "fleet"—numbers thirteen Federals today. In four years, Mr. Riha has risen from obscurity to a position of importance in the cartage business of Chicago.

Here's What He Writes Us

Writing us of his success, he says: "The Federal truck, above all others, regardless of price, is one of the best trucks on the market today."

What Federals have done for James Riha in business building, they can do for others—for *you*. "Traffic News," a monthly magazine of motor haulage, will be sent on request to business executives.

"Shorten the miles to market—build better roads"

Federal Motor Truck Company
Detroit, Michigan

FEDERAL

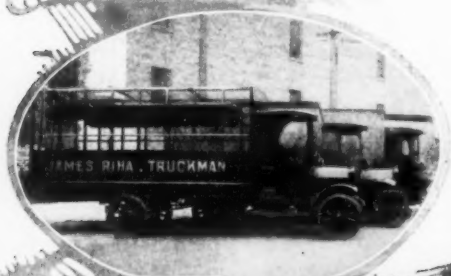
One to Five Ton Capacities



James Riha's first Federal—purchased August 8, 1915.



Increasing volume of business required the purchase of a second Federal on Mar 16 '17.



His third and fourth Federals were delivered on May 24th and December 26th, 1917.



Showing seven of the thirteen Federals now operated by Mr. Riha. These seven Federals handle the entire haulage work of Hibbard, Spencer and Bartlett, a wholesale hardware firm of Chicago.



Leslie's Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

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The Policeman Must Not Strike!

IN the first days of August I arrived in England and found the London police, for the second time within a year, on strike. This movement threatened to spread throughout the kingdom, as indeed was intended by its leaders. In London only about a thousand men out of twenty thousand quit duty. In Liverpool about half of the police force went out, and the city was given over to riot and ruin for some time.

As an American I was greatly interested in the attitude of the public and of the Government towards this particular strike. Mr. Short, the Home Secretary, answered the demands of the men promptly and authoritatively. He pointed out how their condition had been far from right, but that the wrongs complained of had been adjusted in 1918 at the previous strike. Soon the Chief of the London force and the Government made known that they looked upon all strikers as deserters, and would have no parley with them whatever. It was announced that no man who struck would ever be permitted again to become a member of the London police force. Some of the strikers were within a few years of the retiring age, when they would be entitled to a pension for life and other valuable considerations.

By DR. CHARLES AUBREY EATON

The day I returned to New York I found the country disturbed and agitated by a strike of policemen in Boston. It seemed that the very issues that had been determined previously by the strike of policemen in England were now up for settlement in America, and I could think of no community where these questions would receive more truly American treatment than in the great metropolis of New England.

of relief that the issue had been created and settled once and for all.

Years ago, I had occasion to study certain conditions obtaining in the Boston police force, and I was impressed at that time that the men were underpaid, and in many cases overworked. These conditions do not seem to have improved with the passing years.

According to a statement made by the counsel of the police strikers, which statement I have no reason to doubt, the men for some fourteen years had an organization of their own known as the Boston Social Club. Through this organization they reported grievances to higher authority. When Mr. Curtis, the present Police Commissioner, took office, he substituted for the Social Club another plan for dealing with the grievances of the men. He announced that he would meet a grievance committee, which was to consist of one member from each station in the city, and each elected by the men in his own station. According to the policemen's own counsel, this plan was a failure, the principal cause of the failure being that the men lost confidence.

Then came the determination to organize a union and to affiliate with the American Federation of La-



Policemen in uniform were rarely seen. This one refused to join the strikers. A few co-operated with the soldiers

In order to see the situation clearly, I went up to Boston. As I made my way through the winding streets, I was interested to see soldiers with loaded rifles on guard. I was amazed at the ability with which they handled the traffic problems. No veteran of the force in New York or any other city could deal with the situation with more skill or judgment than did these young soldiers who took up the task without a day's experience.

I found the whole city (and later the whole State) thoroughly aroused by the police situation in Boston. I talked with citizens of all creeds and shades of politics. Without a single exception, all were agreed that the Boston police strike was a question involving the very principles and foundations of our national life.

Almost without exception I heard it stated that for the police force of any community in America to affiliate itself with an outside body was a blow to the safety of the community and to the very ideals of American government. Almost everyone admitted that the Boston police had grievances. Every one seemed to be sorry that they had been led astray, and had taken action so out of accord with their honorable history and with the tradition of their community and country. No one seemed to think that the striking policemen ought to be or could be reinstated. I thought I could discern a sense



Police Commissioner Curtis. The policemen soon discovered that he was against them.

bor. At this time the men were receiving the following pay: first year, \$1100, with an additional \$100 for each succeeding year until at the end of the sixth year they were receiving the maximum of \$1600. For this wage a night man rendered actual active duty of 73 hours every week. In addition to active duty he was each week required to report at the station and be in the station before doing active duty for more than ten hours. There was no pay for overtime work in this department. All holidays and special occasions requiring special work called for time beyond the hours stated. For this the policeman had never asked extra compensation and did

Continued on page 592

EDITORIAL

"STAND BY THE FLAG: IN GOD WE TRUST"

JOHN A. SLEICHER, Editor

Think It Over

IT is time for constructive work. We should all be on the job. This means employers and employees.

Every strike that closes a shop kills a payroll. Every investment of capital in a new factory, store or dwelling lengthens the payroll.

Every new mine, oil well, or ship helps the worker as well as the investor who put his money in the enterprise.

The worker and the investor go hand in hand. Disturbers who try to separate them are as contemptible as one who interferes between man and wife or mother and child.

It is inspiring to read that five great companies—the American Car & Foundry, American Locomotive, Baldwin Locomotive, Standard Steel Car Co., and Haskell & Barker—with others, are working together to organize a new banking company to finance foreign equipment contracts. The Old World needs the product of these factories, but has not the means to pay for them, so it is proposed, through this new banking corporation, to give them the credit they must have.

It requires no argument to show that every foreign order placed in an American shop means a larger payroll and a fuller dinner pail for the American workman.

The reconstructive, upbuilding work of our great banks and corporations shames those who instigate strikes and seek to demoralize our industries, on the prosperity of which the workers must depend for a livelihood.

Think it over!

Tolerate No Conspirators

SENATOR KNOX, of Pennsylvania, says that the issues involved in the steel strike are broader than the mere remedial legislation that might be passed to regulate strikes, for if it is true that Americans want to work and that the foreigners, for whom we have been pouring out our blood and for whom we have done so much and for whom we are asked to do so much more, are striking, we should ascertain that fact as a basis for the Government's policy.

Senator Thomas of Colorado has introduced a resolution reciting the danger of the present labor unrest, declaring it to be the sense of the Senate that strikes for establishment of control in industry are to be classed as conspiracies in restraint of trade.

It is a conspiracy when foreign agitators of the I. W. W. strike call men from their work by thousands and declare that nobody shall work except at the risk of his life. Mr. Gompers in opposing the anti-strike provision of the Cummins bill said its result would be to deny American workers the right to dispose of themselves and their ability to work. Yet every strike is based on the demand for a closed shop, which means denial of freedom of labor to any but members of the union.

The town of Drumright, Oklahoma, was recently taken possession of by I. W. W. strikers, several of them from Germany. The Chief of Police and the Mayor were driven from town, the city government was overthrown by a lawless mob, all because sixteen telephone girls had struck. The fact that one loyal girl operator remained in the telephone building to handle emergency calls led the rioters to threaten to burn down the building. Has anything worse than this happened in Russia?

Representative John G. Cooper, for seventeen years a leader in the railroad brotherhoods, now a Member of Congress from Ohio, was cheered by the entire membership of the House recently when he said that conservative labor leaders were being pushed aside by the radical element. These extremists, he added, are appealing to men especially of foreign birth who have little or no conception of American ideals and institutions. He denounced the leader of the steel strike, William Z. Foster, as unfit to lead labor and disqualified for American citizenship. He said: "Let the bloody agitators, anarchists, Bolsheviks and syndicalists point to some other land which is freer and fairer than ours and then, if they think there is such a country, let them rid us of their presence and retire to that Utopia."

We agree with Congressman Kahn of California that this agitator Foster ought to be indicted for inciting to

The Great Opportunity

By JOHN D. ROCKEFELLER, Jr.

THE parties to industry are four in number: they are Capital, Management, Labor and the Community. Never was there such an opportunity as exists today for the industrial leader with clear vision and broad sympathy permanently to bridge the chasm that is daily gaping wider between the parties to industry, and to establish a solid foundation for industrial prosperity, social improvement and national solidarity. **Future generations will rise up and call those men blessed who have the courage of their convictions, a proper appreciation of the value of human life as contrasted with material gain, and who, imbued with the spirit of brotherhood, will lay hold of the great opportunity for leadership which is open to them today.** Upon the heads of those leaders—it matters not to which of the four parties they belong—who refuse to reorganize their industrial households in the light of the modern spirit will rest the responsibility for such radical and drastic measures as may later be forced upon industry if the highest interests of all are not shortly considered and dealt with in a spirit of fairness. Who, I say, dares to block the wheels of progress and to let pass the present opportunity of helping to usher in a new era of industrial peace and prosperity?

murder through his writings, which justify laborers in killing their employers and following all forms of sabotage to gain their demands. An example might well be made of him.

"America for Patriotic Americans" will be the next battle cry.

The Thriftless Voter

IF the voters of New York State had not, in their deplorable ignorance, disapproved the constitutional amendments proposed in 1915, they would now be reaping the substantial benefits and economies resulting in lower taxes from a budget system. We hazard the statement that they would not now be facing a state income tax. The report of the Reconstruction Commission, of which Abram I. Elkus, former Ambassador to Turkey, is the head, calls for the budgetary reforms included in the constitutional amendments turned down four years ago through the indifference of the voter.

No State more urgently needs a budget system than New York, where expenses have grown at an appalling rate. Appropriations for the next fiscal year total \$95,000,000, with 187 offices, boards and commissions each having a finger in the pie, and in the language of the report, "nearly all independent of one another, and most of them subject to no direct supervision by a superior authority." The plan is to reduce this number to 16, and make the heads of all departments directly responsible to the Governor. The main difference between this and the report of the Constitutional Convention's Committee on Governor and other State Officials, of which Hon. Frederick C. Tanner was chairman, is that Mr. Tanner's report reduced the number of boards to 17, the State Banking Department and the Insurance Department being allowed to remain separate for historical reasons and because of the splendid records of both departments.

Under Governor Lowden, Illinois, which in population and wealth compares with New York, has secured wonderful economies by abolishing 125 extravagant and inefficient commissions and creating nine departments each with a head directly responsible to the Governor.

The Plain Truth

VOTE! Our Presidential Coupon will be found on page 595. We should like to have the vote of every reader. Note the figures this week. So far 3060 votes have been cast.

WRONG! Something is wrong with our Government when 300,000 workmen can be ordered out of their factories instantly by a man who has no connection with the industry and who has no knowledge of the

work that the employees do. And something must be wrong with a good American horny-handed son of toil who will meekly obey such an order from a velvety-handed interloper.

I020! Seattle is not the only town which has an Ole Hanson. Mayor Hodges of Gary, Indiana, believes in the true freedom of labor. On the eve of the steel strike, he issued a proclamation stating that "any workman who wishes to quit his employment has that right, and may do so without in any way being molested, and any one who wishes to peacefully pursue his occupation has that right and may do so without in any way being molested." If Ole Hanson wants to run for the Presidency, in 1920, here's a good running mate.

SHIPS! It is hard to realize that one-quarter of the world's shipping is under our flag. In 1914 there were just fifteen ocean-going ships that flew the Stars and Stripes. To-day we have \$3,500,000,000 invested in ships. During the war, we enjoyed an export trade that broke all records for this or any other country. We are entering a new era that promises to smash all export records in peace time. We have the ships necessary for great trade expansion, and will need them if we are to meet the competition of England, France, Japan and Germany. President Franklin of the International Mercantile Marine Company is chairman of the recently organized Laws Committee of the United States Shipping Board, which is to suggest legislation for the betterment of conditions for seamen, and changes in navigation laws that will enable the United States to keep its leadership as a shipping nation. Let every patriotic citizen get behind him. Our lack of a merchant marine before the war was a blot on the nation's escutcheon.

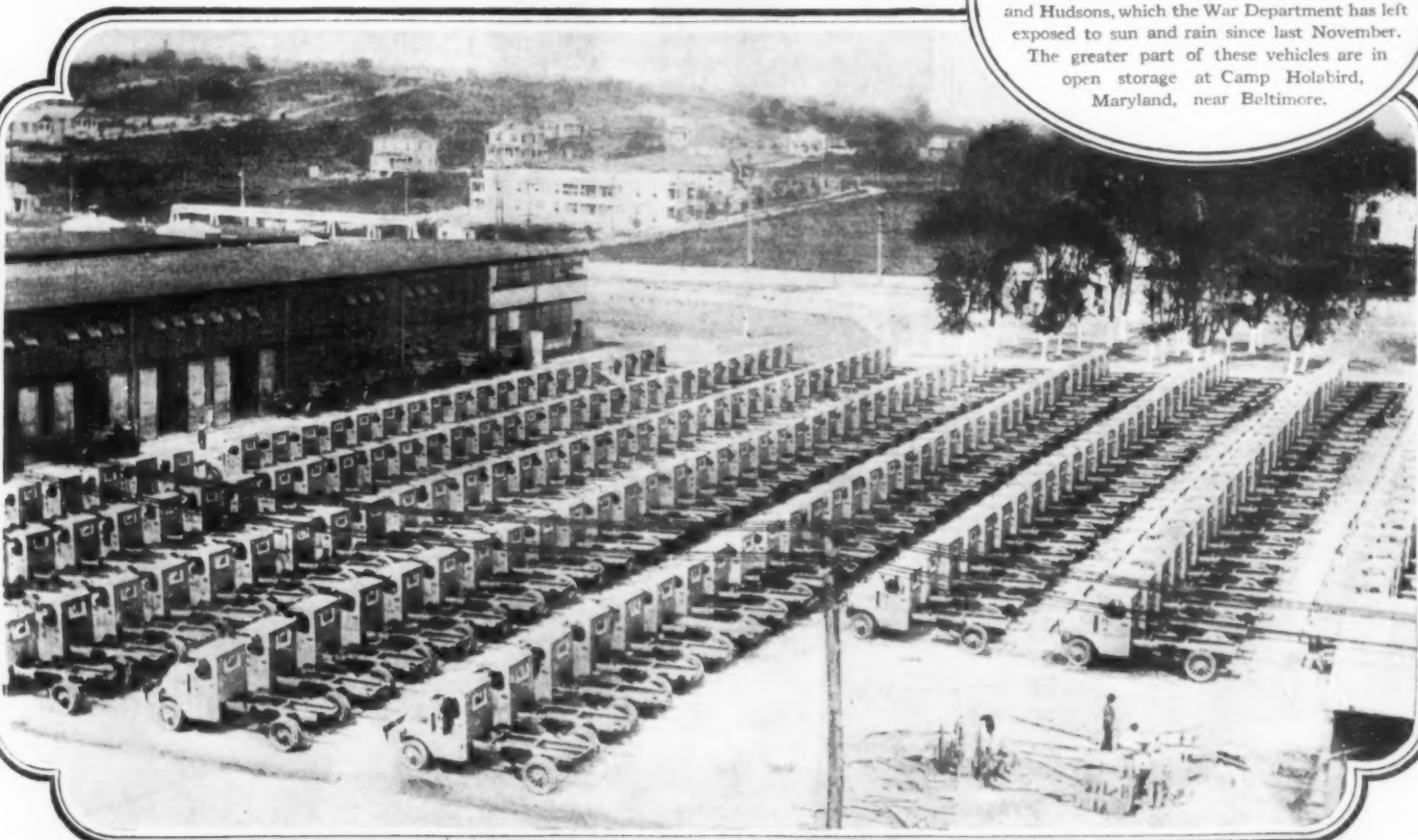
COWARDS! There should be no such thing as class legislation in a free country. Under the eloquent advocacy of this simple democratic principle by Representative Fess of Ohio, the House in Committee of the Whole voted to remove the special exemption that had been given labor and farm organizations from prosecution under the anti-trust laws. This exemption is not in the anti-trust laws themselves, but for years Congress has secured the desired end by writing into appropriation bills a provision that no money should be used for the enforcement of anti-trust laws against these favored classes. Attorney-General Palmer very properly objected to the continuation of such exemption and the Committee of the Whole, under Representative Fess's patriotic leadership, responded favorably to the Attorney-General's suggestion. Immediately the two organizations turned a battery of telegrams upon Congress, and within twenty-four hours, the House by a vote of 203 to 2 completely reversed itself and put labor and farm organizations back into the immune class. No party lines were drawn, but 203 browbeaten men made a whirlwind "about face" in response to class demands. Let their constituents mark them down accordingly, for, as ex-Speaker Clark well says, "the 100,000,000 consumers in the United States are the real power!"

CHURCHMEN! The old order, which it is so fashionable to rail against, may have been bad, but not so bad as Bishop Williams, Protestant Episcopal Bishop of Michigan, depicts it. Comparing it and Bolshevism, the Bishop said, "Bolshevism is simply an inversion of the old order, and is everywhere the enemy of democracy. Both Bolshevism and the old order are based upon the principle of the public be damned. In the old order we had autocracy on top with the proletariat underneath, and the people being crushed in between." The language of the Bishop in describing the old order is very much what you would hear from the soap-box Socialist or the Bolshevik agitator. We do not speak of the working classes in this country as the proletariat, and the man who works for wages under the old order is anything but the under dog. Contrast with the inflammatory opinions of Bishop Williams the words of Cardinal Gibbons on his 85th birthday. "The chronic hostility between labor and capital," said the Cardinal, "is to be deplored. The laborer and the capitalist should be warm allies instead of enemies, as their interests are closely intertwined and inseparable. Mechanics and workmen are at this moment in some places receiving as much wages in an hour as they received some years ago in a day. Capital has its rights as well as labor." We ask our readers to judge which type of utterance will be the more influential in bringing in a better order, in which employer and employee will recognize their mutual dependence and partnership.

Millions Wasting in Open Storage



Chairman Reavis, of the Congressional sub-committee on quartermaster's supplies, makes the astonishing statement that within an hour of Washington there are 47,000 motor vehicles, including Cadillacs, Dodges, Buicks, Chandlers and Hudsons, which the War Department has left exposed to sun and rain since last November. The greater part of these vehicles are in open storage at Camp Holabird, Maryland, near Baltimore.



This is only a partial view of the 47,000 surplus army trucks, motorcycles and other vehicles which Congressman Reavis says have been rotting and rusting since the armistice was signed. Congressman Reavis says that thousands of them have been exposed so long that the upholstery has rotted and the radiators become so covered with rust that the enamel can scarcely be seen. Many of the vehicles have never been unpacked and are stacked five high in crates, of no service to anybody and deteriorating every day. Brigadier-General Drake, chief of the Motor Transport Corps, testified that he had sent 470 communications to the Director of Sales of the War Department and had been told in reply that the Director did not care for any more information on the subject.

Pictorial Digest of the World's News

Deported!

UNDER military guard, 1,315 German prisoners of war and enemy aliens were recently brought from Forts Oglethorpe and McPherson, Georgia, to be deported to Germany via Rotterdam. On arrival at Hoboken the prisoners were marched down a lane of captured German cannon to the big steamship piers formerly owned by Germans, passing the former German liners *Vaterland* and the *Kronprinzessin Cecilie*, and boarded the steamship *Pocahontas*, another liner which formerly sailed as the *Prinzessin Irene*. Among the prisoners were the former commanders of the German steamer *Prinz Eitel Friedrich*, the raider *Moeve* and the cruiser *Cormoran*.



One of the Pullmans which brought from Forts Oglethorpe and McPherson 1,315 German prisoners of war who sailed for home

via Rotterdam on Sept. 26th. In the party were 115 women, who were the wives of prisoners of war or of enemy aliens.



Ilse Folster, youngest "enemy alien" deported, was born in Cuba, her father being the former pursuer of the S. S. *Bavaria*.

A Negro President

THE visit of Hon. C. D. B. King, Vice-President of Liberia and also President-elect, marks the beginning of a new era in the relations between the United States and the West African republic which was founded in 1821 as a colony for freed slaves and became a republic in 1847. Strictly speaking, it is the only American colony in the world and its government is essentially the same as our own. The Americo-Liberians are distributed along the coastline and have kept themselves free from intermixture with the native races of the interior. Prior to the war, the German influence was dominant in Liberia, but the little republic promptly declared itself at war with Germany. Its capital, Monrovia, was shelled by a German submarine but without serious damage. It was recently announced that closer relations with the United States have now been established, and that this country will lend to its former colony the funds needed to bridge over its present economic crisis.

The Tail Wags the Dog

SEPTEMBER 25th, the Senate Investigating Committee had before it for five hours the chairman of the organized steel workers, John Fitzpatrick. In the course of his testimony, which was freely given, he



The President elect of Liberia, West Africa (seated) and his wife. On the left stands Dr. Ernest Lyon, former American Minister to Liberia and now Liberian Consul-General to the United States; on the right is Hon. Emmett J. Scott, former Assistant to the Secretary of War, now at Howard University.

said that the strike had been called at a time when the number of organized steel workers was 100,000, or about one-fifth of the entire number employed in the industry. The other four-fifths was not consulted. Fitzpatrick agreed that he would be willing to have the strike issue settled by an arbitration board, to be appointed by President Wilson, if the United States Steel Corporation would likewise agree. At that time Judge Gary, of the Steel Corporation, had not appeared before the Senate Committee, but he said in an interview that "questions of moral principle cannot be arbitrated nor compromised." He took the position that the majority of his 250,000 employees are not members of the labor unions and the strike leaders therefore do not represent them. Furthermore, between 60,000 and 70,000 of the employees are themselves stockholders.

In answer to a question by Senator Phipps, the strike leader stated that he was a horseshoer by trade, had never worked in a steel mill, and was not even familiar with the wage schedules in the various mills. He said he understood that the common laborers in the Calumet district receive 40 cents an hour. Some of the skilled mechanics, he added, receive as high as \$20, \$30, \$40 and even \$60 a day. There were few \$60 a day men and they represented the highest degree of skilled labor. Mr. Fitzpatrick denied that the principle of the open shop is the basis of the present strike and insists that the hours of labor, the rates of compensation, and deplorable living conditions are the real grievances. This statement of the situation is flatly denied by the employers.



John Fitzpatrick (1), chairman of the organized steel workers, testifying before the U. S. Senate Investigating Committee, which is composed of Senators Walsh of Massachusetts (2)

Wolcott of Delaware (3), Phipps of Colorado (4), and Kenyon of Iowa (5). He admitted that the strike had been called by unionized men representing only one-fifth of the workmen.

Pictorial Digest of the World's News



© CHASE & UNDERWOOD
Captain Charles J. Glidden, donor of the Glidden trophies for automobile and airplane touring, who will be executive secretary of the commission to arrange for the great international air derby around the world now being planned.

To Fly Around the World

ANNOUNCEMENT has been made by the Aero Club of America that its members are definitely arranging, in cooperation with similar clubs in other countries, for an international derby around the world. The contest will be open to dirigibles as well as airplanes, and the prizes will aggregate at least \$1,000,000. Captain Charles J. Glidden is executive secretary of the commission in charge of details. He is well known as the donor of the Glidden trophies for automobile and airplane touring. Sir Arthur Whitten Brown, who (with Sir John Alcock) made the first non-stop flight across the Atlantic and who is now in the United States, says that such flights are not commercial possibilities at present. He thinks that airships and not airplanes will have to be used, on account of greater fuel-carrying capacity. The long flight across the Pacific, he thought, could be made by several stages, stopping at islands on the way. Sir Arthur is himself planning a round-the-world journey to secure data as a basis for commercial flying.



© WIDE WORLD PHOTO
Mr. K. Sidehara, who (according to Japanese newspapers) has recently been agreed upon as the new Ambassador from Japan to the United States.



© INTERNATIONAL FILM
A steel worker and his family at Gary, Ind., enjoying an outing during the strike. He is evidently not one of those "living under conditions worse than those surrounding paupers in public institutions."

Wages \$60 a Day!

BEFORE the Senate Investigating Committee, John Fitzpatrick (the leader of the steel workers' strike,) testified that some of the workmen are receiving as much as \$60 a day. Earlier in his testimony he had said that "a



© INTERNATIONAL FILM
Passengers of the Red Cross Line *Rosalind* being landed at Stamford, Conn., after the vessel had stranded on a reef in the fog. All of the passengers and crew escaped unhurt.

majority of the steel workers were living under conditions worse than those surrounding paupers in public institutions," but finally gave the following figures in response to a direct question. Common laborers, he said, receive a minimum of 40 cents an hour, but some workers make \$20, \$30, \$40 and even \$60 a day. The highest paid men are of course relatively few in number, but Judge Gary says that not less than 60,000 of the employees of the United States Steel Corporation are stockholders in the business. It has frequently been claimed that the workmen in the steel industry are the best-paid workmen in the world. Mr. Fitzpatrick says, however, that the conditions under which the men work are so unsatisfactory that the rate of pay is not compensatory. He represents the unionized steel workers, who constitute about one-fifth of the entire body. Meanwhile the United Mine Workers have threatened to tie up the soft coal operations at the beginning of winter unless their demands

for a 60% wage increase and shorter hours are fully complied with. The mine owners call this demand "radically extravagant and manifestly impossible of acceptance." The demands of the anthracite mine workers have been met by agreement that wages shall be paid on a war scale up to the end of next March.

Dr. Starr on Fujiyama

PROF. FREDERICK STARR, of the University of Chicago, distinguished all over the world as an anthropologist of the highest rank, has for some time been making analytical studies of the Japanese people. In order to make his task easier, he discarded as much of his occidental personality as possible and has been wearing Japanese clothes, living in Japanese inns and eating Japanese food—a mode of life which in Japan entails very little hardship because even the rural Japanese are noted for their cleanliness. On a recent ascent of Fujiyama, Dr. Starr had selected the month of August, because it would bring him into close contact with the thousands of pilgrims who climb the sacred mount at that season. Both he and his interpreter therefore made the ascent in pilgrim's costume. Prof. Starr's individual methods of research in various parts of the world have yielded great results in his favorite branch of science. In the Belgian Congo and in Liberia, for example, he quickly gained an insight into the tribal peoples of West Africa that would have required years of an ordinary man's time. He is also a facile writer and knows how to write books which people read, as well as treatises for his fellow anthropologists. Among his books are "Some First Steps in Human Progress," "Indians of Southern Mexico," "Strange Peoples," "The Truth About the Congo," "Filipino Riddles" and "Japanese Proverbs and Pictures." Prof. Starr is the man who was selected to secure a group of the Ainu aborigines of Japan for the St. Louis Exposition.



© R. D. WATSON
Prof. Frederick Starr (on the right), anthropologist of Chicago University, preparing to ascend the slopes of Mount Fujiyama in pilgrim's costume.

Pictorial Digest of the World's News



One of the "Rolling Stores" (a truck loaded with eggs) recently operated in New York City to lower the cost of living by selling direct to the consumer. On the right of the policeman is Mr. George B. Salmon, who inaugurated the service. This is one of the many novel plans now being experimented with by marketing officials especially in the Eastern States.



Grand Master W.S. Farmer laying the corner-stone for the \$600,000 Memorial Hospital to be erected at the Masonic Home, at Utica, N. Y., as a memorial to the soldiers and sailors of the great war.

Cutting Out the Middleman

THE city of New York has recently adopted a novel method of lowering the cost of such necessities of life as eggs, butter and meat by selling them direct to the housewives. The experiment began with three trucks loaded with storage eggs which had been candled; they were sold at 54 cents a dozen, which was from 11 to 15 cents cheaper than the same grade was retailing at elsewhere. The three trucks sold 225,000 eggs on the first day. These "markets on wheels" were operated in connection with the sales of army food and clothing as another method of bringing down the high price of necessities. The army sales have been made principally through the city schools, but it has been found that other measures are necessary. If the plan works successfully, it may be only a short time until traveling grocery stores will be seen in many of our largest cities.

The interest of the public in sales of food and clothing direct, without the intervention of a middleman, was shown on September 25, when the Government opened its retail store in New York City for the sale of surplus army goods. Although the sale was advertised to begin at 1 P.M., at least 500 purchasers were in line by 9 A.M. and it was necessary to call a special detail of police to handle the crowd that had gathered before the opening hour. When the hour for closing arrived, there were still hundreds of intending purchasers waiting in line.



A handsome guardian of the peace on emergency duty at Corpus Christi, Texas, amid the wreckage of the terrible



Statue of Abraham Lincoln, by George Grey Barnard, presented to the city of Manchester, England, by Mr. and Mrs. Charles P. Taft, of Cincinnati, and recently unveiled by Judge Parker.

Remembering the Soldier Dead

ALL over the world, monuments of rare beauty are already rising in remembrance of the soldiers and sailors who gave their lives as a sacrifice on the altars of their respective countries. One of the latest of these appropriate memorials is that now in process of erection at Montreal, the funds for which were raised by popular subscription. It will be a rectangular granite memorial designed and executed by a French-Canadian sculptor, but the bronze memorial tablet was committed to the hands of an American, Mr. David Edstrom, of New York.

will be fitted into its place in the memorial when completed and will be another link in the chain of friendship which bind the Canadians to ourselves.

Abraham Lincoln in England

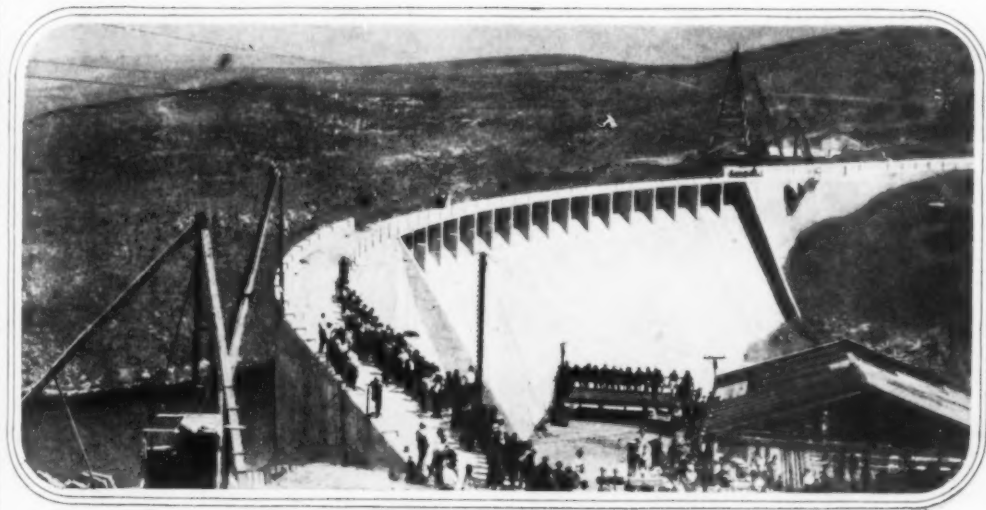
THE place which Abraham Lincoln holds in the respect of the English people is surprising to many Americans. The only successful drama based on his life, for instance, has been written by an Englishman and is now playing to crowded houses in a London theater before being brought to America.

Another evidence of Lincoln's popularity abroad is the recent unveiling of two statues of Lincoln; the Saint-Gaudens statue is in Westminster and that of George Grey Barnard was unveiled in Manchester on September 15. The Barnard statue was presented to Manchester by Mr. and Mrs. Charles P. Taft, of Cincinnati, and the presentation address was delivered by Judge Alton B. Parker, who said that Lincoln ideally represents the United States as it was from the beginning and is today. In his reference to the existing friendship between Great Britain and the United States, Judge Parker called attention to the fact that "for a century the longest international boundary in the world, extending from the Atlantic to the Pacific, with 3,840 miles of opportunity for trouble, had neither been watched nor guarded by fort, gunboat, soldier or policeman." He believed this fact "should focus the attention of the world upon the demonstrated fact that nations can, if they will, settle their differences either through diplomacy or arbitration."



David Edstrom, American sculptor, standing beside the striking tablet for the granite memorial which is to be

Pictorial Digest of the World's News



The new Otay Dam, near San Diego, Calif., which has a capacity of nineteen million gallons of water; it replaces a dam destroyed in 1916 and will irrigate the Otay Valley and supply San Diego with water in any emergency.



One of the thousands of steel workers "checking out" in obedience to the union order to quit work. One-fifth of the men are unionized.

Are We Facing National Disaster?

ON Monday, September 22, the unionized steel workers in the great mills of the United States Steel Corporation and subsidiary plants (and the mills of independent companies as well) had been ordered by their leaders not to report for work until further notified. The non-union workers in all these mills were also appealed to, in order that the steel industry of the nation might be completely paralyzed until the demands of the strike leaders should be granted. The principal demand of the striking workers is for recognition of the closed shop; since the terrible Homestead strike of 1892, the steel industry has been operated on the open shop principle. Judge Elbert H. Gary, Chairman of the U. S. Steel Corporation, has been inflexibly opposed to any sort of recognition of unionism, even refusing to confer with representatives of organized labor. The labor leaders, on the other hand, turned a deaf ear to President Wilson's plea that the strike be postponed until after October 6th, when a national conference on labor matters will be held. Each of the contending parties being confident of its strength to win and not being disposed to make any concessions, the strike was inevitable. Its progress and the final issue will probably be determined by the percentage of non-union workers who remain loyal to their employers. At the outset the mills in some districts were deserted by so many workmen that they were no longer able to operate, while in other districts the operations proceeded without apparent reduction of output. Districts in which the percentage of foreign laborers predominated were those where the plants had to shut down early for lack of operators.

Increase of wages is also asked by the strike leaders. Some of the men work on the eight-hour basis and their average earnings are as follows: heaters, \$21.12 per day; roughers, \$11.92; catchers, \$11.92; pourers, \$12.84; vesmen, \$14.65, engineers and manipulators, \$12.03. Another class of workers prefer the 12-hour day because of the increased earning capacity, which averages as



Signor Tommaso Tittoni, Minister of Foreign Affairs in the Italian Cabinet, who has resigned his post as the result of his Government's attitude toward Capt. Gabriele d'Annunzio's forcible entry into Fiume, in defiance of Italy and the Supreme Allied Council.

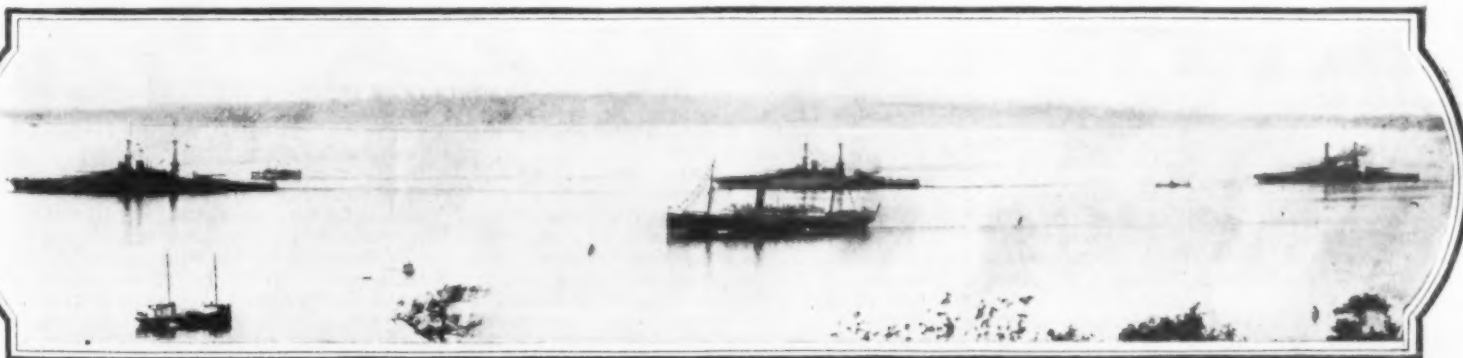
follows: Blooming-mill heaters, \$17.92 per day; skelp mill heaters, \$18.18; skelp mill rollers, \$21.73; lap welders, \$16.08; blowers, \$13.76; bottom makers, \$12.91; regulators, \$13.52. This wage-scale is the basis for the claim that the steel industry employs the highest-paid labor in the world. Semi-skilled labor

receives from \$4.44 to \$8.26 per day and common labor gets from 45 to 50 cents an hour, or from \$125 to \$140 month. The total wages paid in 1918 was \$452,663,524, or an average of \$1,680 per man.

The number of men and families directly affected by the steel strike is about half a million. A tie-up of the steel industry profoundly affects the industrial enterprises of the entire nation and of the world.

Italy's Bubbling Pot

THE second week found Captain d'Annunzio, who forcibly took possession of Fiume in the name of Italy, more strongly entrenched than ever. Instead of his little body of troops being depleted by obedience to the army's command to return to their own units, his forces had steadily increased. Meanwhile the Government had taken no action other than to issue proclamations and to request the Allies to intervene. The Allies, however, have steadfastly insisted that it is a local incident to be settled by Italy alone. President Wilson is blamed by public sentiment in Italy, it being claimed that France and England are willing that Fiume should be taken over by the Italians. The retirement of Foreign Minister Tittoni from the Cabinet was the logical outcome of failure to restore peaceful conditions; other Cabinet ministers may also resign. The gravest apprehension felt is due to the possibility that the fiery d'Annunzio or some of his followers may further encroach upon the territory of Yugoslavia and provoke a declaration of war by that newly organized government. It is also feared that an attempt will be made to restore King Nicholas to the throne of Montenegro. The wildest excitement prevails in Italy over what would under ordinary circumstances be a very small incident. The fire under the bubbling pot has been increased by the impassioned utterances of General Poppino Garibaldi (grandson of the great Garibaldi), who is another enthusiast of the d'Annunzio type.



The great Pacific Fleet, under command of Rear Admiral Rodman, entering Elliott Bay, Seattle harbor. This is the first time in the history of the country that super-dreadnoughts have appeared on the Pacific Coast, and their appearance in the great harbors of California and Washington was enthusiastically welcomed.

War's Trail of Horror

By KATHLEEN HILLS

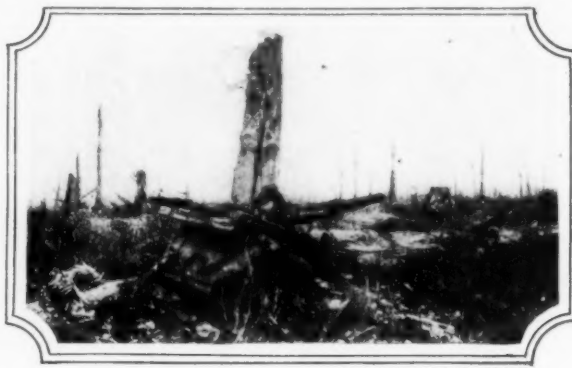
EDITOR'S NOTE: The author of this article was a member of LESLIE'S editorial staff, who served as a Red Cross worker during the war.

an awning over a sidewalk café were visible around a bent and twisted frame.

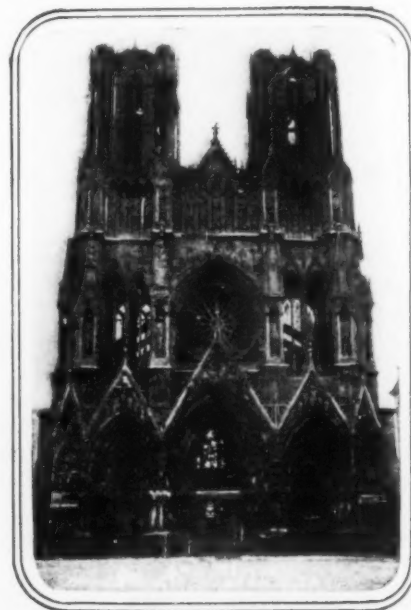
One hundred and thirty thousand souls were driven out along open roads to towns miles across the flat plains. Thousands must



The shell-battered city of Verdun saw all the horrors of the recent war.



"At Verdun for miles and miles as far as the eye can see the earth is scarred and torn."



"Rheims Cathedral is a ghastly wreck, but the most beautiful thing imaginable even yet."

FOR miles around Verdun there isn't a handful of ground that hasn't been turned over and ploughed in dozens of times, and not a tree remains over three or four feet high. Soissons is razed to the very ground. Rheims Cathedral is a ghastly wreck, but the most beautiful thing imaginable, even yet. Surely these old-world people knew how to build churches. So wonderfully was Rheims built that despite thousands of shells having hit it, not a bit of the outline is lost. So accurately were stress and strain figured, not a wall gave way under the four years' bombardment. The roof is all gone and every window, but only one of the great columns was touched, and the famous rose window is only slightly damaged.

The city is dead and the silence of death reigns everywhere. Out of 30,000 houses only fourteen were not destroyed, and these, when one finds them, are pointed out as curiosities. You can't imagine the desolation! One must go there to be convinced there must never again curse this world a war like this—or any kind of war. "Hell" is mild for what it must have been.

The houses are just heaps of stone and dust, the roofs are in the cellars. So complete is the wreckage! The queer thing about it all is that nothing inside the houses, such as furniture, pictures and hangings, remains. *Everything was blown to bits!*

The only thing I saw outside of stone and dust was a disconsolate, dirty bit of lace curtain blowing out into the rain. In one wreck a closet door was open, hanging on one hinge, and inside hung some discolored, rain-soaked clothes, and in the main "place" of the city a few tattered red and white ribbons that were formerly

have been killed getting away from the terror. One hundred and thirty thousand souls fled—a handful have returned and live like animals, not like anything human. It's pitiful to watch them. Up one tiny side street, I saw an old, infirm couple, hand in hand, bent and crippled, trying, in the horrid mass, to find which house was formerly theirs.

On the steps of a wonderfully beautiful old church that antedates the cathedral stood two little girls about seven or eight years old, wistfully looking into the roofless edifice through the barbed-wire-barricaded portal. They looked like two rain-soaked little sparrows nestling close to each other for warmth and comfort.

The only signs of life are a bakery, two butcher stores, a tiny grocery with the sides "shored" up and the roof caved in, the whole thing looking as though it would fall into the cellar.

Two tiny kids played outside the door, one sitting on a tricycle so bent and twisted and rusted that it was useless. The kiddies try to smile, but the horror is stamped on their faces, and when the smiles come they are all crooked and warped. In one house stood two women, one in deep mourning, just surveying the ruin; one cried quietly and silently, while the other turned away and tried to keep back the tears.

The only place that breathes anything but death is the

Red Cross canteen which feeds all the returned Vigilantes and Restorers as well as the soldiers. We got our lunch there, and were just in time to see 200 or 300 of these saddened people eat, with never a smile, but with grim determination written all over them, not to let the Boches beat out their spirits.

I cried, and wasn't ashamed of it. I was proud, too, that I wore the same uniform as the girls who are sacrificing so much to live in that "hell" to feed those people, help along the Restoration. Those canteens are wonderful. And they smile as they work amid such surroundings. The canteen is in the only building I saw which was not totally demolished. The gaping roof has been boarded over and the torn, shell-scarred walls, burlaped and decorated. Think of it! They are beautifully stenciled, the work being done by a poilu of the French Camouflage Division. There isn't a bit of glass in the windows—instead heavy oiled paper is used. It keeps out the wind and rain but not the sun—when there is any. The windows and doors are all protected from the intruding cold with straw, but it is arranged to be a decoration as well as to be useful.

The outbuildings are screened off with heavy wire net into which has been woven evergreens and tufted grass, the whole presenting a beautiful, green screen. Above it all float the Tricolor and the Stars and Stripes. Out beyond the silent city we got another idea of the annihilation of war. I gasped as I saw the landscape. Where it was not cut and scarred by trenches, so numerous and so close that I wondered how the French kept out of the German trenches, it lay in billows like the windswept sands of the desert—literally in waves.

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Callers at the White House

Incidents of Interest During Harrison's Administration

By Lt.-Col. E. W. HALFORD

EDITOR'S NOTE: This is another of the interesting series of articles now being contributed to LESLIE'S by Lieut.-Col. E. W. Halford, Secretary at the White House during President Harrison's Administration. His revelations of some of the unwritten pages of political history during that Administration are of unusual interest, and will be followed by others of equal value and importance.

WHEN it became known that I was to go to Washington Governor Porter, of our State, suggested the keeping of a diary; the position of Secretary would bring me into relationship with many persons and matters of importance, and to note them from day to day might prove of real service. The advice was followed, and by reason of the custom it has been possible to correct not a few misstatements, and to refresh and guide memory in many matters of more or less importance as the years have gone by.

The procession of persons and of events began at once. A long newspaper service, with its necessary knowledge of public affairs, saved such trouble as would result from not knowing that "S. B. Elkins" on a card indicated a United States Senator, or that "James K. Jones, Arkan-

sas," was not only a Senator, but also chairman of the Democratic National Committee.

Among many noted people who came to or were introduced at the White House a few stand out with special interest. "Mrs. Elizabeth Stuart Phelps-Ward and her husband" called under the escort of Mr. Blaine on March 26, 1889. "A gracious lady, strong face, and stately movement. Her husband younger, with curly hair and beard—and overcome"—as he or even a better man might well be. When they came into my room and I was presented, the memories of "A Strange Case," and other writings that had fascinated me, crowded into mind, as did echoes of the "Andover Controversy" in which the name of Professor Phelps so prominently figured. The call was an oasis in the desert of office-hunting that at that period made the White House a burning Sahara.

"The son of John Bright called—a pleasant young gentleman with a bad eye." In the storm days of the sixties John Bright, the sturdy old Commoner of Manchester, was about the only friend the United States had among the public men of England; even Mr. Gladstone

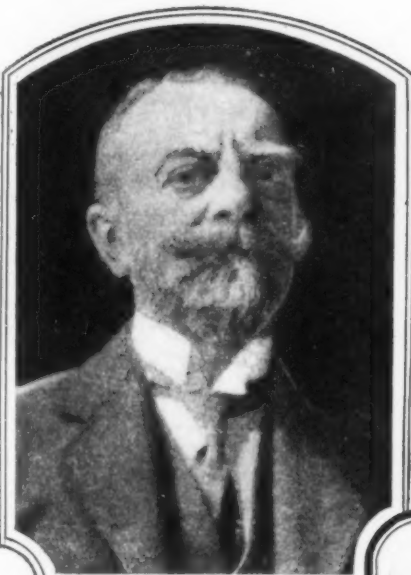
said Jefferson Davis had founded a nation. But the Queen was good of heart and level in head, and Abraham Lincoln's honest, shrewd diplomacy and the Queen's common sense managed to ward off trouble. Mr. Lincoln took the needless teeth out of Seward's dispatch over the Trent-Mason-Sidell affair, while Charles Francis Adams bluntly said to England's minister, "I need scarcely point out to you, my Lord, that this means war." The visit of Henry Ward Beecher to England, and his wearing down the violence of Lancaster's cotton operatives—these and much else were visualized in young Bright's call. No wonder the record is that "the President received him very cordially."

William Lehman Ashmead-Bartlett is another caller I have noted. Bartlett was American born, but became a British citizen—as did his brother Sir A. E. Ashmead-Bartlett—and married the elderly woman banker, Baroness Burdett-Coutts, sixty-seven years of age when she became a blushing bride, and the groom forty or under. The husband took the wife's name, and also entered Parliament. When he visited America he was "Ashmead-Bartlett Burdett-Coutts." Mr. Blaine brought

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Seen in King Albert's Land

Photos by LUCIAN SWIFT KIRTLAND, LESLIE'S Staff Correspondent



Burgomaster Max of Brussels, one of the many Belgians who boldly defied the Germans. Throughout the entire war he stood up for the rights of his fellow countrymen; but the invaders did not dare to execute him. His courageous acts served as a splendid example to many during trying days. He greeted President Wilson, and became his official host on the occasion of Mr. Wilson's visit to the brave little land.



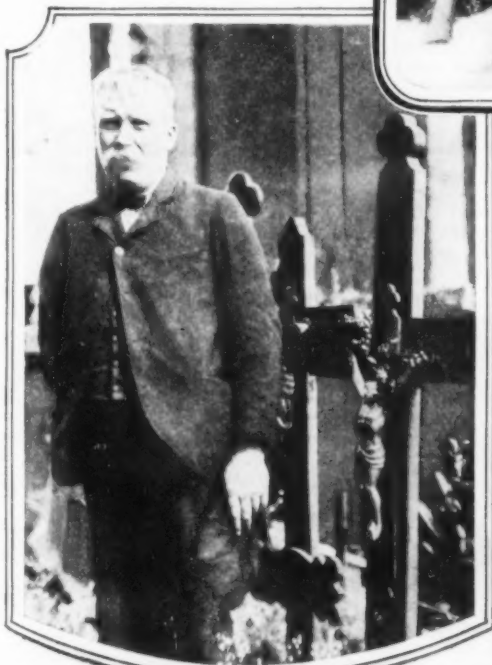
This sign may be seen at Tamines on the spot where 383 men were lined up and shot to death and 98 wounded by the Germans.



Brand Whitlock, the American minister to Belgium, who came to the border to greet the President when Mr. Wilson visited the little land. Mr. Whitlock, who is a fighter, tried desperately to save the life of Edith Cavell just previous to the execution of the martyred British nurse. He was appointed to his present position in December, 1913. From 1905 to 1911 he was Mayor of Toledo, Ohio, where he made good.



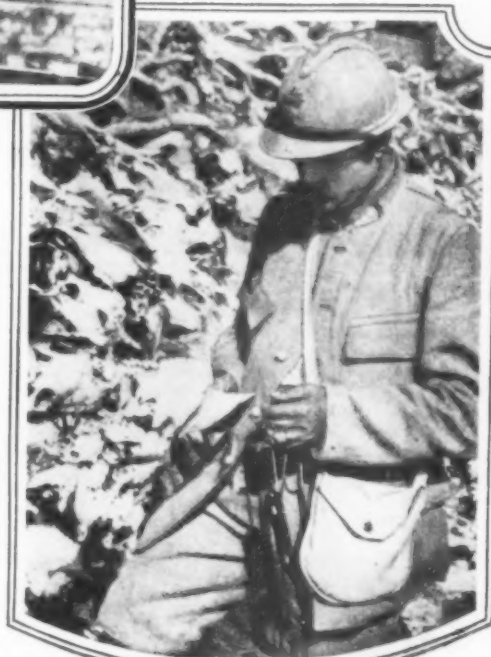
These men and their families live in the heart of the war belt, and are busy 16 hours a day gathering material for souvenirs for tourists. Shell cases, selling at from \$2 to \$10, after being ornamented by hand, are popular.



Joseph Kaise beside his son's grave at Tamines. His son was among the 383 shot by the Germans. He himself was also in the group. He was severely wounded and feigned death. After being marked as dead and thrown to one side, he was rescued.



Two graves, one to an unknown Belgian soldier and one to an unknown German, that lie beside an enormous shell crater near the entrance to the shattered city of Dixmude.



Something new in reconstruction work in the devastated area: collecting the bones of dead horses for the manufacture of much needed fertilizer. The French poilu shown here experiences little difficulty in finding the material he desires.

When the Cloud of Death Advances



The beautiful but sinister "cloud of death" formed of poison gases figured on many a sanguinary field in Europe during the war. Few more marvelous sights were witnessed by the combatants than the silent, slow, forward movement of a vast sea of

white or greenish fumes just previous to the launching of an attack. From an observation balloon a member of the 44th U. S. Balloon Company took this picture of Americans using gas. It gives an idea of the sinister appearance of a great attack.

Tales of a Bank Teller

How Money is Lost and Found

By GEORGE A. LEARY

IT falls to the lot of few people to pass through the little swinging door of a big city bank and cross the dead-line that leads back of the rows of cages. Here you rub elbows with the men who handle many thousands of dollars a day, and who must account for every penny at closing time. Each cage, each set of books, and every department must balance at the close of the day's business; and every item, however small, must be accounted for.

Customers sometimes wonder at the businesslike atmosphere that seems to hover over a bank, as they file up to the tellers' windows, each receiving the same polite and accurate service. Few of them realize the responsibility that rests upon these tellers.

With scarcely a suggestion of haste, these skilful hands move like lightning over stacks of currency and piles of gold and silver, yet they seldom have to make a recount. During banking hours they labor under a strain; everything is business; if the mind is allowed to wander, an error is likely to occur—hence they concentrate. But after the doors are closed and they set about their daily task of "proving," they relax and become the jolly fellows they are.

As an example of nerve-racking worry, take the experience of a paying teller in the Middle West. He had been in the paying cage but a day or two, and was not wholly familiar with the work. When he "balanced" the cage at the close of the day, he was \$5,000 short. He went over the day's work carefully, but could find nothing wrong. It began to look as though he had made a mistake of \$5,000 in paying a check at the window. If he had, it was gone. The chance that a person would return so large an amount was very small.

At six o'clock he took a half-hour off for dinner. He couldn't eat, but thought the half-hour's rest would refresh his brain so he would be able to think more clearly. He telephoned his wife that he wouldn't be home until late, but said nothing of his trouble.

Returning from dinner he began the tiresome task of trying to recall all the large checks he had cashed during the day, and the people who had presented them. Again he got out his books and went over them carefully, but found no trace of an error in posting or footing. By this time he was almost sweating blood. It meant the loss of his position, for he did not think the bank would care to keep a man who made such a mistake. He didn't have enough money on hand to make good the loss. When he finally gave it up and went home, he was without doubt the bluest man in the city that night.

When the cashier arrived the next morning, the teller asked to have a short talk. The cashier was one of those rugged, broad-minded men that people trust implicitly. Before the teller had finished his tale of woe, he slapped him on the back and said:

"I think I know what you've done, and it's a mistake that new men often make. Yesterday morning, when I opened the vaults, I turned over to you from my safe, the same amount as the preceding day, which you put down. Then, seeing the amount of certain denominations that you had on hand, I took back \$5,000. Now, I think if you look, you'll see that you made no entry or memorandum of the \$5,000 that you returned to me."

The cashier was right; the teller had failed to record the transfer of funds and that little oversight had caused him all the trouble and worry.

The teller in an Eastern bank found on Monday night that he was \$0,000 short in his cash. At first it didn't worry him; as it was such a large amount, he thought it would show up somewhere in the cage. He continued going over his work looking for an error, but not finding any. He began to get rather worried. He "checked up"

with all the departments in the bank and they all agreed. This indicated that it was an error over the counter, which is the most difficult to recover. He had no doubt given some one too much money. He began to run over the day's work in his mind, trying to recall the transactions and to remember, if possible, anyone who had a guilty look on his face as he turned away from the window.

There was one man he was not sure about. He was a chauffeur and drove a car belonging to one of their customers who ran a big hotel. He spoke to one of the assistant cashiers, and they decided to make a call on the chauffeur. They called at the hotel and had a talk with the manager. Yes, he remembered sending him down to the bank that afternoon to get one of the firm's checks for \$1,000 cashed, and he was equally certain that the chauffeur had not given him \$10,000.

As to the chauffeur's honesty he could not say very much, as he had been with him for only a short time. They were at liberty to pay him a call and question him. This they decided to do. Calling a taxi, they drove to his home in a cheap apartment and questioned him. He was a very honest-looking chap and they found nothing suspicious in his answers. He told of getting the check cashed and handing it over to his employer, but denied that he had been overpaid.

They returned to the bank and informed the president by phone of the difference. He was a little alarmed, but advised them to wait until tomorrow and maybe it would turn up.

On arriving at the bank in the morning, the teller found a letter in his cage. Tearing it open he found nine \$1,000 bills in it. It was from a farmer for whom he had cashed a check the day before. He remembered him now; the vice-president had brought him around and introduced him. It was at his busiest hour, and he had a line of ten or fifteen waiting. The farmer, a wealthy landowner, was going away on a trip the last of the week and

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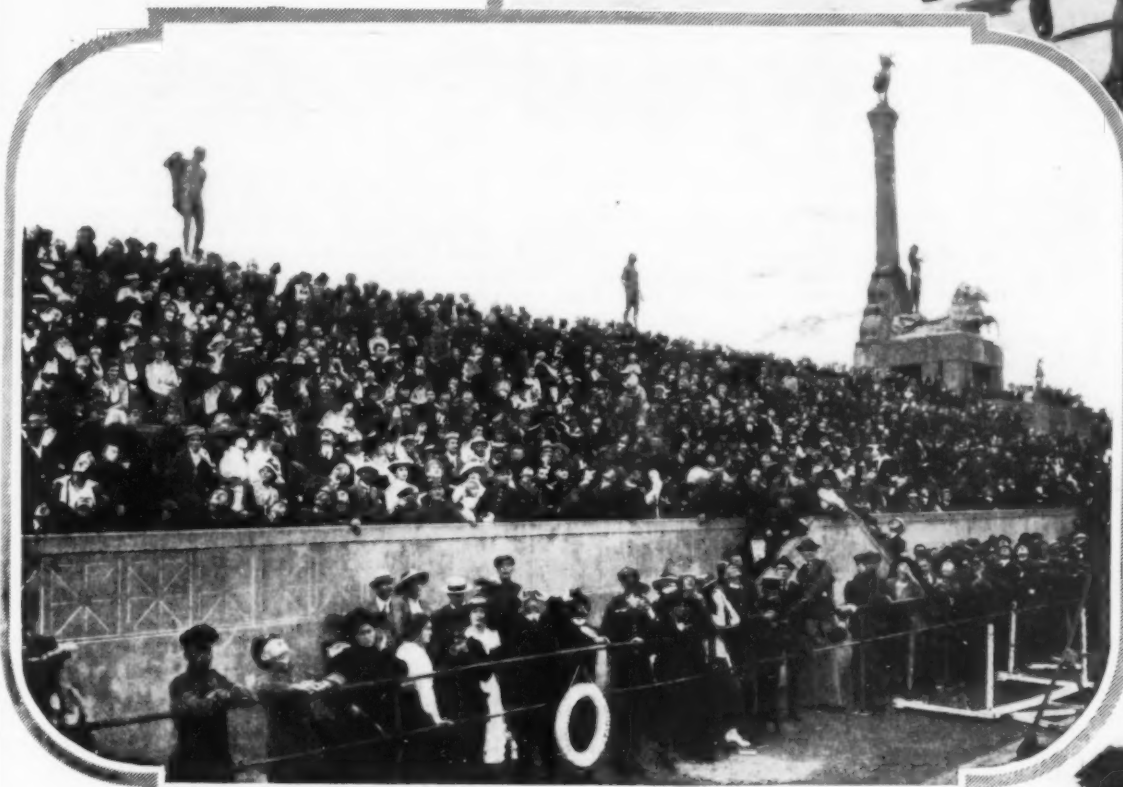
Germany's Fighting Men at Play

*The New Army Holds a Tournament
in Berlin*



The start of the 20-kilometer army march. If one may judge from this picture it was more like a race than a march. The participants took along their full field equipment — which means that they carried very heavy burdens. They were picked men, all of whom had seen much active service, and they covered the 20 kilometers in record-breaking time.

PHOTO BY FRITZ KELLER



Trying to follow one of the air-plane races, of which there were a number, participated in by the most daring German survivors of the war. Another feature that thrilled the crowds was the high diving contest in which the contestants, garbed exactly as they would be on a march and carrying their arms, plunged from great heights into a tank. There were also many less spectacular stunts which showed how amenable to discipline the German generally is.

Members of the German volunteer army corps doing their running exercises during a recent exhibition. Their army, according to the terms of the peace treaty, must be a small one, but the Germans are determined to see to it that it is unusually well trained. The exhibition met with an enthusiastic reception from the great stands.



George Creel's Page

On this page Mr. Creel presents bi-weekly his views of public events, public men and social and political tendencies of the times. Quite often Mr. Creel's opinions may

differ widely from those of the editor of LESLIE'S, so by mutual consent he and the editor of LESLIE'S "disclaim all responsibility" for each other's expression of opinion.

Messing Up the Mexican Question

THE League of Free Nations is an organization principally based upon the belief that "American dollar grabbers" are plotting to force the United States into war with Mexico for purposes of loot and annexation. Its slogan is "No intervention," and its propaganda is forceful in expression and specific in accusation. For instance, in a recent open letter to the President of the United States, signed by James G. McDonald and Leander de Bekker, the League made this assertion:

The only people, in fact, Mr. President, who have been actively engaged in a shameless effort, by the publication of alleged atrocities and by the slander of the whole Mexican nation, to force an intervention, are a group of oil interests and mine owners, who by subsidies to bandits, are fomenting armed rebellion against the government of Mexico, although bound by terms of the concessions under which they operate to regard themselves as Mexican citizens in the eyes of the law, and not to seek diplomatic aid in the settlement of their grievances or claims against the Mexican Government.

Mr. Samuel Guy Inman, another official of the League, is also executive secretary of "The American Section of the Committee on Cooperation in Latin America, representing the American and Canadian Mission Boards working in Latin America." On July 31st, Mr. Inman sent out a letter to the representatives of the mission boards, and after expressing the hope that it would serve as a "riot call," made this announcement: "It looks as though all our great missionary program in Mexico is to be destroyed. Intervention in Mexico is coming just as fast as certain interests can possibly force it." Continuing in this strain, he wound up with the declaration that "when the country has been worked up just a little bit more, then it will be easy to pull off a few raids by Villa and other bandits in Mexico, as has already been done, and inflame the people of the United States to such an extent that we shall be swept into war before we know it."

On September 8th, hearings began before the sub-committee on Mexico of the Senate Foreign Relations Committee. It was most unfortunate that Senator Fall should have presided as chairman, yet this fact in no wise precluded the presentation of evidence and the giving of straightforward testimony. Mr. McDonald, Mr. de Bekker and Mr. Inman were witnesses, the League of Free Nations having asked that they be subpoenaed. The country listened as a jury.

Mr. McDonald "Passes the Buck"

Mr. McDonald, put upon the stand, failed to cite a single instance of "publication of alleged atrocities," gave no information at all as to the "subsidies to bandits," and had no evidence to controvert the contention of the State Department that American oil interests in Mexico had specifically reserved, in every case, their full right to the protection of the American Government. Here is an illustrative group of questions and answers:

The Chairman—Now, Mr. McDonald, to what oil interests do you refer?

Mr. McDonald—I personally had no specific oil interests in mind. The Chairman—You say that you had no specific oil interest in mind?

Mr. McDonald—No, sir.

The Chairman—Then you intended to refer generally to the American oil interests: you intended that, did you?

Mr. McDonald—No, sir.

The Chairman—You did not?

Mr. McDonald—No, sir.

The Chairman—What did you intend, Mr. McDonald, by that?

Mr. McDonald—I intended that I had the impression that all the oil interests were interested in painting a black picture in Mexico, to paint the picture in Mexico rather black. I had no specific information in regard to oil propaganda at all, sir.

Mr. Chairman—But you joined in this statement, Mr. McDonald?

Mr. McDonald—I did, sir.

Under examination he was forced to admit that the publicity matter sent out by the League was seldom, if ever, checked up as to its accuracy. He shifted responsibility to the "outer office," but when questioned closely, confessed that the "outer office" held no higher authority than the mailing clerks. Complete reliance was placed upon the League's correspondent in the City of Mexico, Mr. George Weeks. Later in the hearing, a former partner of Mr. Weeks testified that the said Weeks had been the paid publicity man for Carranza in the United States until 1918, and was now editing a Carranza magazine in Mexico.

Mr. de Bekker, put upon the stand under oath, made

the admission that his first trip to Mexico was in 1910. He spent six weeks on this first and only visit, passing four of them in the city itself, and touching at Tampico on his way home. A side trip was made in company with Carranza, and another with Louis Cabrera, Mexico's leading anti-American. Asked to prove the charges contained in his letter to the President, Mr. de Bekker produced a clipping from the New York Sun, actually insisting that this unsigned story in the country's most bitter anti-administration paper gave the plans of government. Mark this colloquy:

The Chairman—Do you know there is an intervention now projected?

Mr. de Bekker—The New York Sun in the article you have there said so.

The Chairman—Is that the only source of your information on the subject?

Mr. de Bekker—No, sir; the newspapers are full of it daily. The President of the United States said only yesterday, or a few days ago, that he was trying to keep the country out of a war and the Senate was apparently trying to get it into a war, in his Des Moines address.

Senator Brandegee—With Mexico?

Mr. de Bekker—He did not specify.

Senator Brandegee—Do you think he was referring to Mexico?

Mr. de Bekker—I cannot read the mind of the President.

Doubtless appreciating the weakness of his case, he added: "This morning the Washington Post gives a long story of an account of an interview with General Pershing and his staff, in which it is deliberately stated that General Pershing asked his staff to prepare for war specifically against Mexico and against Japan. The papers are full of these things, Senator."

Senator Brandegee—Do you know whether that is a true report of General Pershing's views or not?

Mr. de Bekker—I could not give a reply there, Senator. It is signed by Ryley Grannon, a well-known political writer of Washington, who must be better known to you than to me.

He did not know that Ryley Grannon was merely the pen name of an anonymous writer, famous locally for his wild flights of imagination. When urged repeatedly for further evidence to support his charge that armed intervention was under way he said:

Senator, I refer you again to the article in the New York Sun, which you have before you which gives the details.

The Chairman—And I ask you for any other information.

Mr. de Bekker—That is quite sufficient.

Time after time he was asked: "Do you know any member of the Society for the Protection of American Rights in Mexico who is attempting to influence the newspapers to advocate armed intervention by this country in Mexico?" He answered finally, "I do not know a single member of the association, Senator."

De Bekker Fails Flat

He failed to recite any "alleged atrocities," and when the Chairman read him letters addressed to the government in Mexico, in which the United States protested against specific acts of murder and lawlessness, and asked if he disputed America's charges of murder and pillage or felt that they constituted a slander upon the Mexican Government, he answered: "Senator, I am not saying even that what that note contains is a slander. You would oblige me in doing that to say either that Secretary Lansing is mistaken or that he is making a false statement. I do not think he is mistaken. I am not saying he is making a false statement."

A map, published by the New York Times, showing that Carranza only controlled one-half of Mexico, was exposed by the League as a "colossal fraud." Mr. de Bekker admitted that this charge had been broadcasted, although any attempt at investigation would have disclosed the fact that the map did not originate with the Times, but was the work of the Military Intelligence Section of the General Staff of the United States Army.

Mr. Inman was no better witness than Mr. McDonald or Mr. de Bekker. Asked to present his proof that it would be "easy to pull off a few raids by Villa and other bandits of Mexico, as has already been done," he had absolutely nothing to offer but his belief, and finally confessed, "Well, I can't recall just at the present time how all those things came into my mind: I can't give you absolute authority for all those things."

As flatly as the question could be put, he was asked whether he thought any American oil producer, or any of

the Americans interested in mining, would deliberately hire Mexicans to cross the border and kill unoffending citizens, he answered, "No."

Pinned against the wall, he explained that his letter, although written on the official letterhead of his organization, was meant to be "personal." As he stated it, "I dictated the letter right off, and it went off to individuals. If it had been a carefully prepared statement, going out to the press, I should have been more careful about what I was saying."

As a matter of fact, the letter did appear in the press, receiving wide publicity, and being accepted without question as an official statement of the religious bodies. Both in the United States and in Mexico, Mr. Inman's charges were thought to be the charges of the mission board. Mr. Inman, however, did not "think it his business" to correct the false impression.

One of Mr. Inman's charges was: "One who will check up the number of rumors printed each week of the American press concerning dire happenings of Mexico, which a lapse of time proved to be untrue, will be ready to question seriously what influence is directing our press." Another was: "The press publishes everything hostile to the Mexican Government and refuses most of what is favorable to it." He confessed that these accusations were without foundation as far as he himself knew, that he had made no such check, and that he did not mean to make "any accusation," but was merely giving his "impression."

Questioned as to his charge that "foreign capitalists, with their immense concessions, have usually been willing to join the system of exploitation," he knew of no concessions, and admitted that the Americans paid the highest wages and gave the best treatment, and that Mexicans preferred American employers "because they said the Americans would give them a square deal." Asked for an opinion, he answered honestly enough that it would be a "tremendous calamity" should Americans be forced out of Mexico. His concluding remark was this: "I think it we could get a law cutting out authors writing so many books, it would be a good thing, but as long as they are writing them, I thought it might be as well to get in." All of which would be funny were it not tragic.

Human Lives Are at Stake

It is with the peace of nations and the lives of human beings that these propagandists are playing, and not even the undoubted sincerity of their motives will serve as an excuse for their amazing recklessness in the matter of fundamental facts. Instead of being helped by such activities, the "Mexican question" is immeasurably muddled by them, and solution is set back. The Government of the United States, after six years of patience and sympathy, has served notice upon Carranza that there must be some effective attempt to suppress the lawlessness that makes the border a war zone, and with reference to his repeated efforts to confiscate the legitimate investments of American citizens, has insisted that international law must be respected.

This decent regard for human life and common justice is not the clamor of "oil interests," but the position and policy of an Administration that made Carranza what he is, and that even today keeps him where he is. Even though grudgingly, and with the usual insults, Carranza has stated that he does not intend confiscation, and is evidencing some willingness to cooperate in the policing of the border. All that remains to do is for him to keep his word.

And what prevents him from keeping his word is the hysterical outcry against "American annexationists" and the baseless charges of "armed intervention coming fast." All of this stuff reaches Mexico, is played up by the jingo press, and lends itself to Carranza's mean suspicions. As a matter of fact, there is no "Mexican question." It is simply a Carranza question. One decent frank, honest statement of policy, accepting the friendship of the United States as sincere, and agreeing to abide by the fundamentals of international law, will end all this talk of intervention in a day. The question is, When will he have sense enough to make such a statement?

The World's Women Doctors Meet



Dr. Clelia Lollini, who since winning her M. D. at the University of Rome, Italy, has been assistant physician in hospitals in Rome and Venice.



After studying at the Homeopathic Medical College, Cleveland, Ohio, and the University of Michigan, Dr. Tomo Inouye has been practicing in Tokyo.



The first woman physician in South America—Dr. Alice Armand Ugon, who has a large practice in the progressive southern city of Montevideo, Uruguay.



Dr. Alma Sundquist, who received her degree in Stockholm, Sweden, is a member of the Government Commission for education on venereal diseases.



Throughout the War Dr. Marguerite Giboulot of Paris, was engaged in treating French soldiers wounded in battle, and civilians injured by bombs.

FROM all over the world women physicians who have distinguished themselves in the realm of medicine in their various countries have assembled in New York City in order to participate in the International Conference of Women Physicians which was recently opened in the nation's metropolis. It is doubtful if a more remarkable gathering of women has ever been seen in America. Fourteen different countries sent representatives, and scores of problems, the solution of which is of vital importance to the women of the world, were discussed. The great Convention, being held under the auspices of the Social Morality Committee of the War Work Council of the Young Women's Christian Association, has for its purpose the thorough study of the ways in which the physical condition of women may be improved and their lamentable ignorance of matters of sex decreased. Physicians from Scotland, England, Norway, Sweden, Denmark, France, Italy, Switzerland, Belgium, China, Japan, India, South America, Canada, and the United States are taking part in the great meeting, the sessions of which have been featured by many brilliant addresses. Several of the visitors from other lands have come with the purpose of making a careful study of American methods of dealing with certain problems which are not confined to this country, and which were rendered prominent by the war. The Convention will close on October 25.



Dr. Mary Gordon, of London, the Supervisor of all prisons for women in England and Wales. She is a graduate of three British schools of medicine.



Maria A. Fouché, a "working country" woman, who acted as interpreter at the Conference. She is a brilliant correspondent and the author of several novels.



Dr. Radmila Lazarewitch of Serbia. She was in the first Balkan War and the recent conflict, and is studying the Children's Bureau here. She graduated in Switzerland.



The Municipal University in Amsterdam graduated Dr. Ada Potter, of Utrecht, Holland, in 1911. She has done much experimental research work in Europe.



Dr. Alicia Moreau, of Argentina. She was instrumental in the formation of a popular organization to combat alcoholism. She lives in Buenos Aires.

Odd Facts in the World of Science

Edited by HERWARD CARRINGTON, Ph.D.

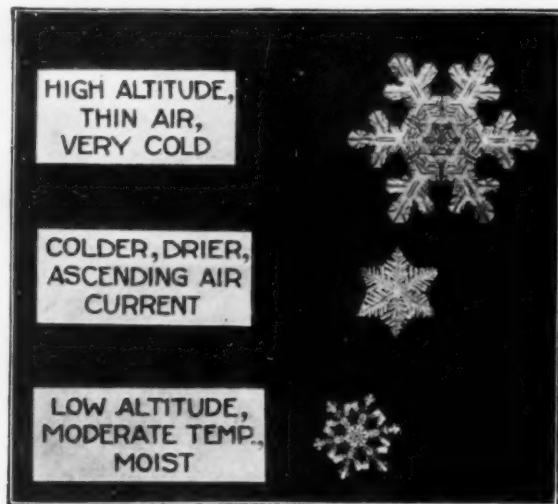
Snowflakes and Their Beauties

A FLAKE of snow is a little drop of frozen water. What we know as a "fog" comes into being when the air is so saturated with moisture that each tiny dust-particle becomes "wet," and carries a small drop of water with it. When this is heavier still, it is "precipitated," or deposited. When this moisture exists in the clouds, as water vapor, it descends as *rain*. But if the temperature is very cold, it is frozen—each drop separately—and this becomes *snow*. Typical snow clouds are seen in Fig. 1; and the reader may feel fairly sure that when he sees clouds of this nature, there will shortly be snow! In falling, snow often becomes

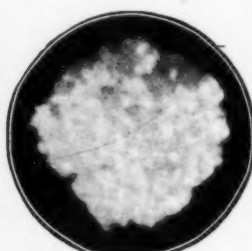


1 Snow clouds. Here, in these very high altitudes, the snow is formed by the freezing of particles of drops of water.

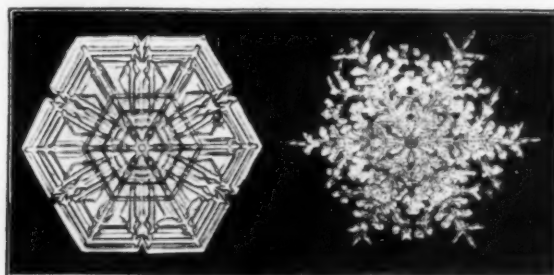
at a higher altitude, and so on. The illustration shows us how a given flake can change its form, at different levels. Fig. 4 illustrates the two distinct types of snow crystal—the solid, heavy type, solidly frozen, typical of the high altitudes; and the delicate, lace-like tracery of the flake falling from a lower altitude. It will be seen how wonderfully detailed these flakes are, in their structure, when highly magnified. Probably few who have watched a blinding snow-storm had imagined the wonderful geometrical detail of each flake which fell. Fig. 6 shows us two beautiful specimens of what are known as "stud" snowflakes—frozen, it will be observed, like studs or collar-buttons. (This is perfectly natural, just as they appeared in



2 The snowflake, in the "low level" or altitude, if carried up by the wind, will turn into the form shown in the "middle level;" and this, in turn, if carried upward, will turn into the form shown in the "highest level."

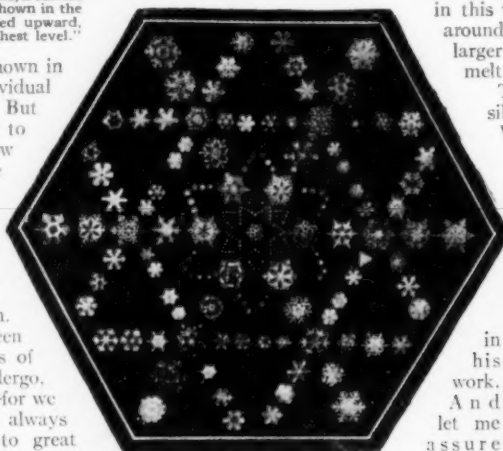


3 Snow often comes in "lumps" or clusters of flakes, which are frozen together into rather solid masses, as shown above.



4 The solid form of snowflake is that which falls from high altitudes; the delicate, lace-like form is from low altitudes.

bunched together, into masses, as shown in Fig. 3; but often falls separately, in individual flakes, especially when it is very cold. But snow flakes vary greatly—according to whether they originate in high or in low altitudes. There is a great difference between such flakes. Those which come from very high altitudes are solid, like little chunks of ice—having, often, a hard outline. Those which originate in lower altitudes display the finest lace-like tracery, and the most intricate beauty of design. Those in medium altitudes are between these two. Fig. 2 shows the changes of form which a snow-crystal may undergo, in its flight upwards or downwards—for we must remember that snow does not always "fall"; it is often carried upwards to great heights after being frozen into snow; then it descends again; is again carried upwards, and so on, until it reaches our earth. The form and outline of any given snow crystal is thus subject to constant change—as it freezes, partially thaws, freezes again



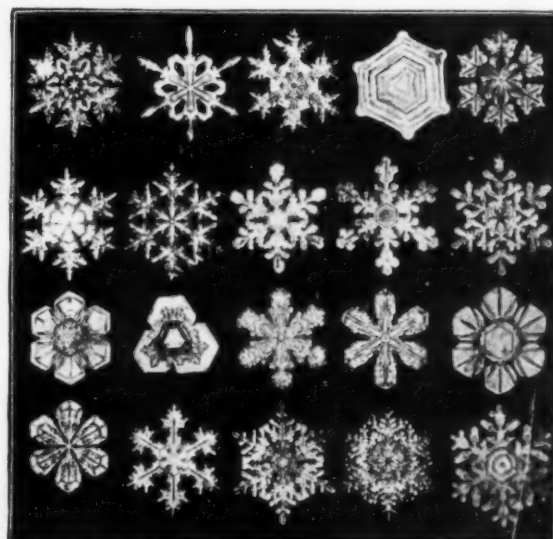
5 A great variety of snowflakes of various kinds, arranged into a geometrical figure (by hand). The flakes themselves are, however, natural, and are photographed as they fell.

in his work. And let me assure the reader, just here, that every illustration on this page is a genuine

photograph—and not a drawing. They are all "micro-photographs"—rendered possible by the aid of microscopic aids to photography. These photographs were taken by the Bray Studios, of New York, and are reproduced here by their kind permission.



6 "Stud flakes," so called from their obvious resemblance to studs or collar-buttons. The flakes freeze in this manner naturally, having a pillar between the upper and lower portions. All snowflakes are "accreted" or gathered around a tiny central point, called a "nucleus."



7 Another arrangement of a number of snowflakes, enlarged and photographed. It will be observed that every one of these flakes is "hexagonal"—has six sides. This is true of all snow flakes of whatever size, form or design. Some have distinct sides—some have arms.



"DURING the past seven years I have used several standard makes of truck tires but I have never found any to compare in durability with Goodyear Solid Tires. After a check-up of the regular daily trips made, I am positive that a set of six has traveled 132,519 miles thus far, on a truck hauling materials to road construction work. Another set has gone 75,000 miles to date."—Mr. Bert C. Wells, Owner, Wells Transfer Co., 22 Bayliss St., Grand Rapids, Michigan

THE photograph above shows part of a set of six Goodyear Solid Tires which are among the oldest of these tires still running.

The owner, whose statement appears here, calls attention to the trips, averaging 25 miles each, which they made four times per day for 23 months and eight times per 24 hours for 15 months, affirming that, thus far, these Goodyear Solid Tires have covered the almost incredible distance of 132,519 miles.

Still carrying huge loads of sand, gravel and rock from pits to road construction work, now about 20 miles distant, all these veteran Goodyear Solid Tires offer, to close examination, treads which are decidedly well preserved.

Mr. Wells also points to another set of six Goodyear Solid

Tires which, although they have delivered 75,000 miles since December 17, 1916, are still strong and smooth, the rear treads remaining $1\frac{1}{2}$ inches thick and the front treads $1\frac{3}{4}$ inches thick—with live rubber.

Of course it should be noted, whenever Goodyear Solid Tires range from 25,000 miles to past 100,000 miles of service, that these high scores usually are assisted importantly by such tire care as is given or advised by Goodyear Truck Tire Service Stations.

The big system of hundreds of such stations, covering the country, is a very tangible and permanent part of the Goodyear program which aims at delivering through Goodyear Solid Tires the utmost mileage of which rubber is capable.

GOODYEAR
AKRON

Asbestone

Charlemagne astonished his guests by throwing his priceless asbestos tablecloth in the flames, and drawing it out unharmed. He little thought that more than a thousand years later asbestos would be made into a popular-priced roofing—Asbestone.



**Asbestos: A. D. 800, A king's costly curio.
A. D. 1919, A popular-priced roofing.**

FOR years it has been simply too much to expect that Asbestos Roofing could be manufactured to sell at a price comparable with ordinary roofing.

But now, in Asbestone, it has been accomplished. Possibly, in first cost, it is a trifle higher than some rubber type roofings, but its immunity from fire, its weather and wear resisting qualities without the need of painting or repairs, make it by far the cheapest when figured as roofing should be—on a cost per year basis.

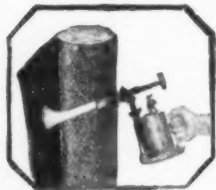
Asbestone is Johns-Manville Asbestos Fibre, felted and bonded in the most desirable and costly binder used for roofing—natural mineral asphalt.

Asbestone is, therefore, all mineral, it repels fire, it resists the elements, and the tendency to crack, peel or dry out.

Either side can be laid exposed to the weather, and any one can lay it easily, as all necessary cement and fasteners are included in the roll.

Asbestone is low enough in price to be eligible for the roof of the most modest out-building and good-looking enough for the more pretentious ones. Send for the booklet.

H. W. JOHNS-MANVILLE CO.
New York City
10 Factories—Branches in 63 Large Cities

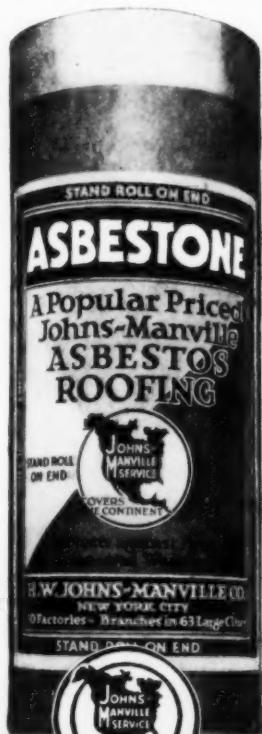


This blow-torch shows how fire-repellent Asbestone is.

Asbestone is approved by the Underwriters' Laboratories, Inc., and given the high rating of Class B.

Other Johns-Manville Roofings: Johns-Manville Asbestos and Colorblende Shingles, Johns-Manville Brooks and Flexstone Ready Asbestos Roofing, Johns-Manville Built-Up Roofing and Johns-Manville Corrugated Asbestos Roofings.

To the trade: Our sales policy provides for the marketing of our roofings through recognized distributors and dealers. Address nearest branch for particulars.



Through—

Asbestos
and its allied products

INSULATION
that keeps the heat where it belongs
CEMENTS
that make boiler walls leak proof
ROOFINGS
that cut down fire risks
PACKINGS
that save power waste
LININGS
that make brakes safe
FIRE
PREVENTION
PRODUCTS

**JOHNS
MANVILLE**
Serves in Conservation

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



The attentive crowds which gathered at every stopping point of the National Motor Truck Development Tour, indicated the interest of the rural resident in any means of transportation which will help to lower his yearly hauling costs.

A NEW SCHOOL OF SALESMANSHIP

IF the typical automobile salesman of a decade ago could participate in the National Motor Truck Development Tour now in progress, he would assuredly feel that the millennium had at last arrived. Imagine 18 trucks, each of a different make, engaging in a cooperative tour of instruction and demonstration for the farmers of the fertile agricultural regions—all teaching the gospel of truck service as a whole, and eliminating entirely any idea of the superiority of one truck over another. Such an undertaking is epoch-making and the fact that the tour has been conducted without friction among the representatives of the various trucks engaged, and that the spirit is one of helpfulness rather than hindrance in the sale of all trucks, speaks volumes for the work accomplished by the National Association of Motor Truck Sales Managers which is promoting the tour.

"By their works ye shall know them." That is the slogan of each truck entered in the tour, and the helpfulness which all have rendered to the farmers along the route has created not only good-will for the

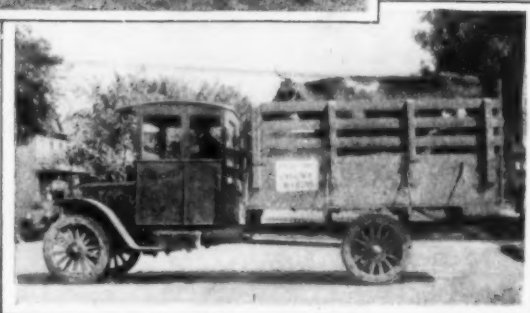
manufacturers and sales managers, but has also served as a convincing demonstration of the utility of the truck under the most adverse conditions. The farmer who has argued that he would buy a truck as soon as an improved road was built between the town and his farm has now been confronted with an absolute demonstration of the absurdity of thus deferring his purchase. The trucks have gone into his plowed fields and carried loads of corn stalks for his silo through what would have been considered almost impassable mud-holes even for a team of horses. Others have traveled over country dirt roads with loads of live stock or farm produce in one-fifth of the time in which it could have been done with the usual farm conveyance. Pneumatic tires on these vehicles have proved that the truck does not need to wait for good roads, but that road improvement will follow the more general use of trucks.

In all places along the route of the National Motor Truck Development Tour the utmost interest in motor trucking has been evident. Many cities and small towns have given members of the tour the "freedom of the city," and provisions have been made for actual demonstrations of the ability of the truck to perform the farmers' work better, more economically and more quickly than by any other.

Continued on p. 590



In the very fields themselves the trucks demonstrated their ability to replace half a dozen horses and to negotiate plowed land with an ease that has served to place the pneumatic tire at the front of regular truck equipment.



The farmer who had a prize steer to be taken from the County Fair to his farm found the trucks of the Development Tour ready and willing to offer free demonstration of the utility of this most modern and time-saving type of transportation for livestock.



Protecting thirty million passengers against accident

The safest motor cars on America's busiest street

NO motor cars in America have to stop more frequently, or operate under more adverse traffic conditions than the Fifth Avenue (New York City) busses. These big motor cars carry 30,000,000 people a year through the densest traffic in the world. Fully loaded with 44 passengers, driver and conductor, they weigh eight tons.

They stop at almost every corner, and must be under perfect control at all times. It is estimated that they make over 80,000,000 stops per year, and each stop must be perfectly placed, smooth and easy.

The necessity for reliable brake lining

Naturally, to protect these millions of passengers, and to stand the wear and tear of these millions of stops, the Fifth Avenue Coach Company selects the most reliable brake lining it can find. This is unquestionably the most responsible brake lining job in America, and Thermoid Brake Lining has proven fully equal to the responsibility. The President of the Fifth Avenue Coach Company recently said: "We believe that the smooth and easy stopping which is characteristic of our busses is brought about by the use of Thermoid Brake Lining."

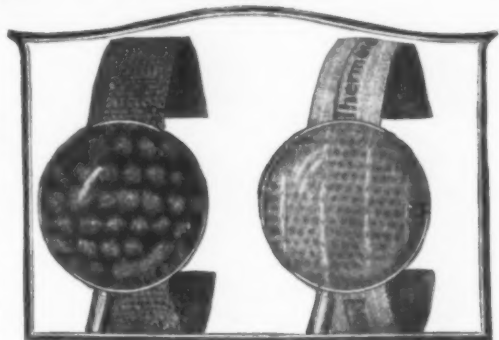
Why Thermoid is used

Thermoid has been selected for these busses because of its toughness and sure gripping power. It wears down more slowly than ordinary brake lining and so *evenly* that it always presents a full wearing surface. On bus No. 252, Thermoid gave 19,376 miles of service.

The photograph to the right shows the difference between Thermoid and ordinary woven lining. Ordinary brake lining is loosely woven. It has gripping power when new but wears down quickly and unevenly. This uneven surface causes ordinary lining to slip, very often just when perfect action is most needed.

Thermoid Brake Lining is safest and wears longest

In each square inch of Thermoid Brake Lining there is 40% more material than in ordinary woven lining. This additional body gives a closer texture which is made tight and compact by *hydraulic compression* under 2000 lbs. pressure. In addition to this, Thermoid is *Grappalized*, an exclusive process in manufacture which enables it to resist moisture, oil and gasoline. The close, compact texture of Thermoid, made by this method, causes it to wear



Ordinary Woven Lining:
Notice the loosely woven texture

Wears down quickly and unevenly, losing its gripping power as it wears

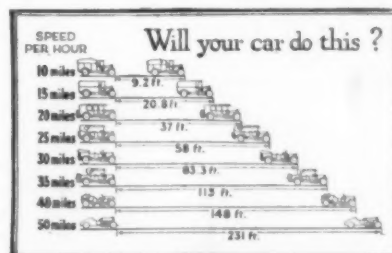
Thermoid Hydraulic Compressed Brake Lining:
Notice the compact texture

Wears down slowly Gives uniform gripping surface until worn wafer thin

down more slowly and evenly than ordinary brake lining so that it maintains its gripping power even when worn to wafer thinness.

Manufacturers of 50 of the leading passenger cars and trucks have chosen it as standard equipment.

Good brakes are the most important part of your car from the standpoint of safety. Go to your garage man and have them inspected today. If they need relining specify Thermoid. Every foot of Thermoid is backed by **Our Guarantee: Thermoid will make good—or WE WILL.**



This chart shows the distances in which a car should stop, at any given speed, if the brakes are efficient

Thermoid Rubber Company

Factory and Main Offices, Trenton, N. J.

New York Chicago San Francisco Cleveland Detroit
Los Angeles Philadelphia Pittsburgh Boston
London Paris Turin

Canadian Distributors

The Canadian Fairbanks-Morse Company, Limited
Montreal

Branches in all principal Canadian cities

Thermoid Brake Lining

Hydraulic Compressed

Makers of "Thermoid-Hardy Universal Joints" and "Thermoid Crölde Compound Tires"



Champion Dependable Spark Plugs

Make sure this world trade-mark is on the box

Make sure the name "Champion" is on the Insulator



Avoid Substitutes—

Get the Spark Plugs these manufacturers put in your engine when they build it.



PASSENGER CARS
Olympian
Overland
Pan
Phoenix
Auburn
Regal
Roamer
Bell
Stephens
Sayers
Studebaker
Columbia
Stutz
Crow-Elkhart
Cunningham
Dixie Flyer
Dorris
Douglas
Elcar
Elgin
Ford
Glide
Grant
Hanson
Harroun
Hollier
Jackson
Jones
Jordan
King
Kline Kar
Lexington
McFarlan
Maibohm
Maxwell
Metz
Monroe
Moon
Moore
Norwalk

COMMERCIAL CARS
Acason
All-American
American
Apex
Atterbury
Autocar
Bessmer
Better-Bilt
Bourne
Magnetic
Buckeye
Clyde
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Columbia
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Concord
Corbit
Dart
Day-Elder

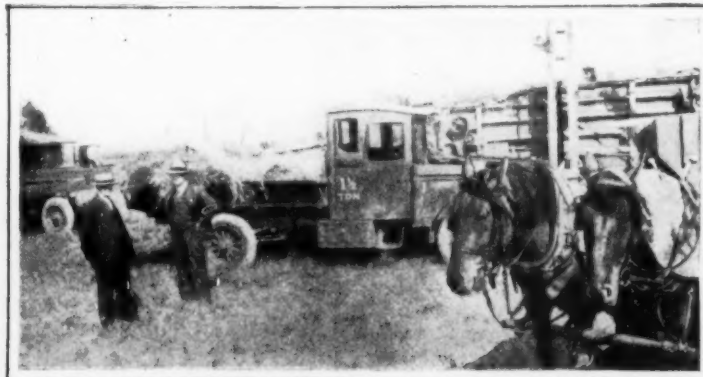
WINTER WOLVERINE TRACTORS
Allis-Chalmers
All-Work
Avery
Aultman-Taylor
Austin
Autohorse
Bailor
Bates Steel Mule
Beeman Garden
Buckeye-Tractor
Ditcher
Chase
Cleveland
Dill
Dunning & Erich
Kimball
Larrabee-Deyo
Louverne
Marwin
Master
Meteor
Monitor
Napoleon
Nelson & LeMoon
Noble
O. K.
Gonnerman
Lapeer
Lauson
Linn
Midwest
Minneapolis
Moline
Universal
Monarch
National
Parrett
Pawling & Harnischfeger
Peoria
Pioneer
Plowman
R & P
Star
Square Turn
Tracklayer
Topp Stewart
Turner
Simplicity
Twin City
Vellie
Wallis Cub
Waterloo Boy
Wisconsin

ENGINES
Aerothrust
Arrow
Automatic
Baker
Beaver
Brennen
C. H. & E.
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means. A particularly favorable record made by one truck in the transportation of live stock, for example, is used, not as a selling argument for that one vehicle, but as an indication of the ability of the motor truck in general to serve as a transportation unit.

But it has not been the farmers alone who have learned a valuable lesson from this tour. The sales managers themselves, who promoted it, have discovered that the population or the supposed wealth of the town or territory has but little to do with its possibilities as a market for motor trucks. One of the most fertile fields for truck sales was discovered in a small town of about 500 inhabitants. Although there were no millionaires in this community, it was the center of a thriving agricultural district in which each farmer was either a present or a prospective owner of a motor truck.

Furthermore, the pneumatic tire as regular equipment on trucks of moderate capacity has demonstrated its utility, wearing qualities and tractive abilities even in the deepest mud-holes. From equipment considered suitable only for high speed use on city pavements, it has proved itself to be an all-around tire of the farmer's vehicle.

The success of this tour has demonstrated, we believe, that not only is the pneumatic tire the logical equipment of the future for the moderate-sized truck, but that this year marks but the beginning of a series of motor truck tours into the other sections of the country which will eventually be given the opportunity to visualize the actual service which can be rendered by the modern motor truck in any farm or manufacturing community.

But the problems involved in the sale of motor trucks to the farmer have not been solved completely. Designers have been able to produce a truck which will accomplish the farmer's work in

one-fifth of the time required by the horses, and yet the matter of dollars and cents saving is more difficult to prove than in any other line of activity. Fortunately, the feature that appeals most to the farmer is the increased speed at which a given load can be carried over all kinds of roads. We say fortunately, because this item is so evident and convincing that the farmer's interest is aroused, and thus leads him to further and more sincere investigation.

The initial cost of a truck may seem large to many a prospective rural purchaser. Furthermore, a profitable disposal of his horses may present a serious problem. The farmer must be convinced that the saving on his investment will justify a possible actual loss, and this can only be done by confronting him with comparative upkeep costs. There are probably few farms in this country which are run on a sufficiently business-like basis to enable the owner to know, even approximately, the total cost of his transportation overhead and maintenance costs for a year.

There is a real need for a campaign of education among the farmers which will teach them the value of simple but accurate cost keeping records, similar to those now employed by the more progressive business men using from 1 to 100 motor trucks. When a system which will really tell the story is devised, no progressive farmer can help but feel amazed at the inefficiency of the horse and chagrin at his own lack of initiative in not sooner taking advantage of the tremendous time and money saving possibilities offered by the motor truck.



Moving pictures taken along the tour will serve to send the message of truck efficiency on the farm to other communities not fortunate enough to have been situated along the route this year.



The progressive farmer plows, harvests and thrashes by machine, but it has remained for this motor truck tour to demonstrate that he should also transport his crops by machinery. All of the photographs shown in the accompanying article are of trucks participating in the National Motor Truck Development Tour.

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Britain's Six Votes to Our One

By CHARLTON BATES STRAYER

IN the matter of Britain's six votes in the assembly of the League of Nations there are certain features, still nebulous after all debate and explanation, that ought to be cleared up. Certain things are clear. In the assembly Britain has one vote for the Empire and one for each of five dominions or colonies. In the council she has but one vote at present—that of the Empire—and may never have more. Yet is it theoretically possible that she might have five votes in the council? It is reasonable that any power which has membership in the assembly should be eligible to membership in the council. To clear the question up so far as Canada is concerned Sir Robert Borden received a memorandum May 6, 1919, from Clemenceau, Lloyd George and Wilson declaring there was no bar to self-governing colonies of Great Britain becoming members of the council. Since the four elective members of the council are to be elected by a two-thirds vote of the assembly, in which Britain has six ballots, it is possible that Britain might use this voting power to elect her dominions to the four elective council positions. It is difficult to conceive, however, that the assembly would ever be so under the thumb of Great Britain as to produce such a result. Should it ever happen that any power secured autocratic control of the assembly and council, the objects of the League would be defeated, and the League would fall apart.

The nebulous feature is the voting power of the British Empire and the dominions in cases of dispute. Senator Reed holds that in a dispute involving the British Empire, the five self-governing dominions would have votes, and when one of the dominions is concerned the other four and the Empire would have votes. President Wilson holds that the British Empire is a "diplomatic unit," that all disputes with the Empire or dominions would be with the "diplomatic unit," and that the Empire and all the dominions would be excluded from voting on their own case. Yet there was no "diplomatic unit" in the reciprocity negotiations with Canada in 1911, when, as Senator Knox suggested, Canada carried through the negotiations without reference to Great Britain. A reservation proposed by Senator McCumber covers this point. It provides that a dispute with a self-governing dominion represented in the assembly is a dispute with the dominant or principal member represented therein, and that a dispute with such dominant member is a dispute with all its self-governing dominions, and that the exclusion of parties to the dispute from voting on their own cases should apply to all the parties involved.

Clearing the Atmosphere

While the President still declares all reservations must be killed or the Treaty itself will be killed, his party more and more inclines to accept reservations not involving the text. The attitude of the majority party in the Senate is still strong for reservations involving the text. Mr. Wilson contends that reservations, as well as amendments, would change the contract terms and would, therefore, require assent of every party concerned, necessitating the reopening of the entire conference at Paris. Colonel George Harvey predicts strong reservations will be passed by the Senate, and that the following resolution, drawn up by Senator Knox, will be adopted: "It is also further resolved that the validity of this ratification depends on the affirmative act of the principal Allied Powers named in the treaty of peace with Germany, approving these reservations and certifying them to the United States within sixty days after the deposit of the resolution of ratification by the United States." In the same con-

nection the Washington correspondent of the New York World reports that "practical assurances had already come from Great Britain, France, Italy and Japan that they would acquiesce in these reservations." While this might be sufficient in the case of mild reservations not involving textual changes, would it not be necessary in the case of strong reservations and the Knox resolution that not only the principal Allied Powers approve the resolution, but that Germany and every other signatory Power also do the same thing? Reservations which would in effect be nothing but interpretative resolutions present a different situation.

Prospective Responsibilities

Senator Knox gives an impressive array of burdens and responsibilities the United States would assume under the League of Nations. He says:

We are participants, either as one of the Principal Allied and Associated Powers, or as a member of the Council of the League of Nations, in the Belgian, Saar Basin, Czechoslovak State, Polish, Free City of Danzig, and Schleswig Boundary Commissions. We are in like manner participants in the Saar Basin Governing Commission with all the inevitable difficulties and dangers attached thereto. We participate in Plebiscite Commissions of Poland, Schleswig, and East Prussia, and the Inter-Allied Military, Naval and Aeronautical Commissions of Control charged with enforcing the disarmament provisions of this Treaty. In addition we have our own Prisoners and Graves Commissions, our own Clearing Offices if we adopt that method of adjusting the enumerated debts. Finally, we are one of the four Powers whose representatives are to sit as a Reparation Commission to assess damages against Germany, to appraise credits, to judge of her economic requirements as affecting her ability to furnish certain raw materials, to pass on her tax system, to postpone payment of her debts, to prescribe the conditions of her bonds, to recommend abatement of her debt, to appraise the value of public property in ceded territories and a great bulk of other duties that need not be here referred to, all of which may make or break the peace of Europe, with an obligation on our part that having so participated in the breaking we shall once more contribute our millions of men and our billions of dollars to the readjustments.

In addition to this the United States is to appoint arbitrators to determine the amount of river craft that shall go to France on the Rhine and to the Allied and Associated Powers (including ourselves) on the Elbe, the Oder, the Niemen, and the Danube and to determine the conditions under which the International Convention relative to the St. Gothard railway may be denounced.

Some would hesitate to have the United States permanently tied up with commissions designed to "make or break the peace of Europe," and would stress the danger of breaking the peace and the fact that these are strictly European problems. Others would bring out the fact that these commissions are designed to preserve peace, not break it, and that the United States cannot shirk any responsibility that logically comes to it as a member of the League.

A Criticism

As one who has ardently supported the President's peace program, I regret any incident, however trivial, that plays into the hands of the opponents of the treaty. Opponents of the President charge that he clouds the issue with words, that he contradicts himself and is guilty of frequent inaccuracies, and that he is not fair in his arguments. In one of his Western speeches upon the Shantung settlement, Mr. Wilson declared that Britain and the other Allies had promised Japan, as the price of getting her into the war, that the German concessions in China should be given to her. Senator Norris telegraphed the President that Japan's first move to obtain the secret agreements with reference to Shantung was on March 27, 1917, three years after Japan entered the war. The President, it appears, replied to Senator Norris acknowledging his mistake, but failed to make any reference to it in any subsequent speech. The only proper course would have been for the President to publicly acknowledge the mistake.

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The Melting-Pot

More than 75,000 babies in the United States die yearly before they are a month old.

The recent actors' strike in New York caused a loss to the theaters of over \$2,000,000.

The cost of living in Japan has increased tenfold since 1887, while wages have advanced fourfold.

Members of the Pittsfield, Mass., police department voted against joining the American Federation of Labor.

Canada will increase the pay of its private soldiers to \$5 a day, and will thus have the highest-paid standing army in the world.

A pushcart peddler in New York was murdered in broad daylight by two gunmen for \$100, paid by the peddler's business rival.

Negroes in St. Louis, Mo., are planning to establish a cooperative department store to be operated exclusively by and for members of the race.

The Protestant Episcopal Church is planning a change in its standards so as to permit ordination to the priesthood of laymen for localized ministries.

The average wait for an answer to a telephone call in New York City in 1916 was 4 seconds, but now it is 10.4 seconds. Then one call in 28 went wrong, now one in 17.

The Vatican is planning for the restoration of Catholicism in Asia Minor and northern Africa, from which regions it disappeared during the centuries of Moslem growth.

A soldier who lately returned from the other side wore a bronze medal which he won as the champion doughnut consumer of the A. E. F. His record was 240 crullers in 24 hours.

A man of Pinckneyville, Ill., held his wife under water until she was drowned, in the presence of his two children playing near by. A week later he married a sixteen-year-old girl.

The United Shoemakers Union, at its convention in New York, rejected, by a vote of 4 to 1, a resolution demanding recognition by this country of the Soviet government in Russia.

Two sisters, one of whom married a soldier and the other a sailor, had their wartime marriages annulled at White Plains, N. Y. The girls said they "loved the uniforms and not the men."

A shoe manufacturer some time ago put on the market women's shoes at \$6 to \$8 a pair. The shoes, though good, had to be withdrawn because the women preferred shoes costing \$12 a pair.

Urging strict economy as an effective weapon against profiteers, Secretary of the Treasury Glass said he expected to wear his present suit of clothes five years longer, if it would stand it.

Dr. J. H. Schwarzman, an authority on the silk business, says that Japan with its cheap labor will soon undersell American silk manufacturers unless a 100 per cent. duty is imposed on imports.

Billy Sunday says: "It makes me sick to come into a city and see a church with a sign up 'Closed for the summer,' with the preacher out somewhere on the beach and the people going to hell."

The Catholic Federation of the State of New Jersey lately placed itself on record as opposed to woman suffrage, prohibition and any law prescribing "what and when we shall eat and drink."

President Hine, the New York banker, says the prevailing indulgence in extravagant expenditure accounts largely for high commodity prices, which will be reduced when money is less easily made.

For the first time in the history of the Holy Land, Christians, Moslems and Jews, their racial and religious hatreds forgotten, are working side by side in industrial workrooms opened by the American Red Cross in Palestine.

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War's Trail of Horrors

Continued from page 576

At Verdun the shell-craters are so deep if you go into one you have to be pulled up with ropes, for the sides are slippery and slimy with mud. For miles and miles as far as the eye can see the earth is scarred and torn. The only hopeful looking spot is No Man's Land, green for most of its length and not so badly shell-torn and marred. Of course the shells went over that bit of land. You can easily tell the French from the German trenches by the barbed-wire protections. The Germans, being fully prepared and the method of warfare decided upon beforehand, had provided themselves with iron posts or uprights on which to string the wire. The French had used quickly and roughly-made wooden posts.

We went into French dugouts, small, that is, narrow and low. They were crude, roughly made, damp and stuffy. Then in the Hindenburg lines, with the aid of pocket lights or flashes, we descended through well shaped tunnels cut through solid chalk into an enormous weird chamber about 50 x 50 feet square, into which daylight filtered and fresh air edged its way. I looked up and gasped. The walls of the chamber slanted inward as they mounted to a height of 150 or 175 feet to an opening, grating covered, at the earth's surface. The glaring white chalk walls made the chamber seem even bigger than it was. Off the main chamber opened others similar to it, all reaching clear to the earth's surface for air and light. High up in the walls we saw galleries with railings and entering a tunnel to one side soon found ourselves going up again, and a few minutes later we stood on one gallery and looked down into the shaft. I was glad when we finally got out.

Here was the Headquarters where the high staff men planned the destruction carried on above. The place seemed to be haunted with Boches, and the atmosphere was oppressive. I know I got cooties in the accursed place, for I've been miserable ever since I left it; and I had cooties once—no, twice before—once when I got them from wounded soldiers just in from the front. Again I got them from the dirty Algerians, so I know what the feeling is.

We roamed around the battlefields in the mud and got souvenirs. On the way back we met some American officers who went out into No Man's Land and found the body of a German soldier tangled in the barbed wire. It was only bones after six months. The skull stared up to the sky. They turned it over to hide the staring empty face and lo! there was a French bayonet in the man's back. They pulled it out and kept it. Where it was exposed to the mud and rain it was rusty and dull but the part that had found its way to shelter was shiny.

Another man picked up a helmet and found a skull inside. These things may seem gruesome to you but to us they're just war, and we accept them as written bits of history. Can't you weave a story around that bayoneted German? I can. He was spying on the French trenches at midnight, but someone else was spying on him. A hand-to-hand battle ensued. We know what happened to one in the encounter. Did the other live and get the Croix de Guerre, or did he make the ultimate sacrifice to protect his comrades?

If you look at it in the right way, it's wonderful, fraught with bravery and sacrifice and filled with the spirit that has won the war. And now seeing what I have I wonder where they ever got the strength to endure, year in and year out, without living up, even if not whipped. None of it seemed real. It seemed like some weird story of Dracula style, the ultimate in wickedness.

Stranded in the mud was a big German

tank. As we neared it we were startled to see men swarm out of it like bees out of a hive. I jumped at the sight at first, thinking them ghosts of the former owners; but they were only poilus on investigation bent.

Only one thing more remained for me to investigate—the great wine caves of a champagne-maker, renowned here and in America—Paul Roger. There an old man piloted the way through cellars and sub-cellars that ran for miles and miles underneath the city in labyrinth mazes. Queer, that in all the four years' bombardment only one shell should penetrate to the cellars. What queer prank of Fate protected the wine caves from the destruction that marks the cathedral!

The bombardment was continuous from March to September, 1918, and yet only once did a shell penetrate the wine cellars, and even that was a "Dud." It did not explode but remained embedded in the wall. It even had the consideration to enter the cellar at a point between two racks of bottled champagne, the bottles of beverage waiting to be turned a little each day for eight or nine months before the liquor is put into the fluid which regulates whether it is to be dry champagne or not.

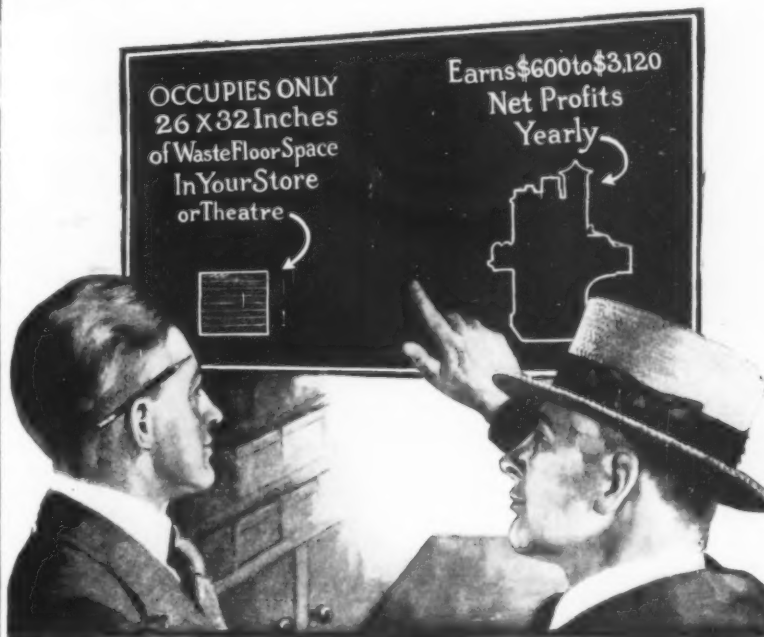
Literally millions of bottles of the costly drink were in those cold, musty, dark cellars. The Germans held Rheims only 9 days in 1914 and didn't quite reduce the supply and strangely didn't confiscate or destroy it.

As I wended my way back to the shell-battered station and into the queer, uncomfortable, overcrowded train, I pondered the contrast between the fate of the caves and the fate of the cathedral, and asked of life where was the ultimate justice of it all. And I wondered further whether it would be better to leave Rheims in ruins as a proof to the generations to come of the wickedness of the German machine that destroyed the peace of the world for so long a time, or in American fashion to rush its reconstruction and let that stand as an evidence that German might could not crush or kill—try as long and as hard as was within the power of the misguided Teutons.

Fifty minutes' ride from Rheims along a railway that was guarded every foot of the way (as was evidenced by the dugouts all the way for miles) and we came to Epernay, a ruin, too, where our troops had heavy casualties. Farther on an hour or so more we came to Chateau-Thierry. One wonders at first why it stands out as a big battle ground, for the station and the surrounding buildings are scarcely marred. But on the other side of the town you strike it and all at once know the reason why all the town didn't go, as in Soissons or Rheims. In Soissons nothing is left but dust. The cathedral there is a wreck while there is much hope of restoring Rheims due to its wonderful construction. In fact, we were told a roof would be on it in 90 days.

At Chateau-Thierry the Americans made it open warfare, and of course we all know that the American sacrifice there saved Paris. There were a lot of boys on the train coming home who had fought there and who had gone out to see it all in peace and to try if possible to locate graves of fallen comrades. The cemeteries are awful sights—thousands of graves in hundreds of cemeteries all marked the same way—a white cross and the service tag or the official information printed on the cross.

God! but I'm glad it's all over. My work, locating the missing, is lots more interesting since going to the front, yet it's more heart- and nerve-racking for I've seen and know what the boys had to face. And seeing it makes me love every one of them more than I did—if that's possible.



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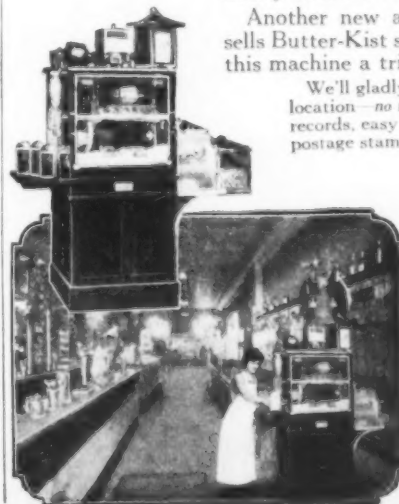
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151 SPARK STREET,
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The Policeman Must Not Strike!

Continued from page 569

not ask it now. For many years the pay of a Boston policeman remained stationary. In 1908 the pay was twice increased a hundred dollars each time. In 1919 an increase of another \$200 was made.

The counsel for the Union claims that the night policemen were required each week to sleep some part of the time in the police stations. Many of these stations are old buildings, without decent toilet accommodations; some infected with vermin. In some dormitories beds were used by two, three, and sometimes four men in succession in a single twenty-four hours, without being remade. It is stated that in extenuation of the strike, in addition to the grievances stated above, the police have suffered acutely as salaried men from the high cost of living. Secondly, the scale of wages paid the Boston policemen compares most unfavorably with the very high wage paid during the war to shipyard and industrial workers.

Of the Boston police 220 officers and 425 patrolmen did not strike; 1125 patrolmen did join the Union and did strike. As soon as the policemen deserted their posts, the idle and hoodlum element of the city came out from their hiding places and began to celebrate the new liberty. Rioting broke out in different parts of the city. Sober-minded citizens of all classes became alarmed, and for a time it seemed as if the fair fame of Boston would receive a stain, and the life of the community be plunged into chaos.

At this point emerged the man of the hour, Governor Calvin Coolidge. Some years ago the General Court of Massachusetts promulgated a law placing the police force of Boston under the control of a Police Commissioner appointed for a five-year term of office by the Governor of the State. The present Police Commissioner is Mr. E. U. Curtis, a gentleman who has had a long and honorable public career, having served as Mayor of the City and having occupied many positions of responsibility both in public and in private life. In the midst of the general confusion and clashing of authority between the Mayor of the City and Police Commissioner Curtis the Governor took a hand.

Born on a Vermont farm, reared in poverty but in the midst of true New England idealism and culture, Mr. Coolidge represents the finest qualities and traditions of New England. A tall, slender man, with calm blue eyes and reddish hair, his face almost somber and marked by lines of thought, Mr. Coolidge impresses one immediately as a man of power. Lacking most of the social graces which are supposed to be essential to success in public life, Governor Coolidge is without doubt the most popular man in Massachusetts today. He speaks quietly and is sparing of his words. His words have weight because they express rare intelligence and an unalterable determination to be just.

Governor Coolidge has long been an advocate of the rights of the working people and a persistent worker in their behalf. During the past year Mr. Coolidge gave assent to a remarkable series of measures having as their object the improvement of the condition of working people. Among these is an act to enable manufacturing corporations to provide for the representation of their employees on the board of directors, as well as an important act relative to the hours of employment for women and children. But Mr. Coolidge, in addition to being a sympathetic friend of the working people, is the Governor of a great commonwealth, and as such he recognizes his duty to every citizen without regard to race, creed, or condition.

In the midst of the confusion following the police strike Mr. Coolidge spoke the

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Because Piso's, too, is a protection against winter weather. By soothing irritated, scratchy throats and relieving bothersome coughs and hoarseness, it prevents more serious ailments. Keep it always in the medicine cabinet; use it at the first indication of throat irritation.

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have gained the high esteem in which they are held through the comfort, quality and style they assure the wearer. Bend or twist as you will, the little patented device concealed in the back of the "Kady" adjusts the suspenders to every movement, prevents pulling or binding and keeps the trousers hanging just right. At leading stores—75c and \$1.00.

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Policeman Must Not Strike!

Concluded from page 592

word which cleared the atmosphere and gave the confused people solid, moral and intellectual grounds upon which to rest. He declared: "The men are deserters; this is not a strike; these men were public officials. We cannot think of arbitrating government or the form of law."

I have often pondered the question as to what constitutes greatness in a man, and I have come to the conclusion that greatness is the sense of captaincy. "Wherever Macgregor sits is the head of the table." A great man, be he American or something else, contains within his soul an unconscious attitude of captaincy. When an emergency arises which brings only confusion, anxiety and fear to ordinary men, the true captain takes the place of leadership as naturally as he breathes. Such a man is Governor Coolidge.

Mr. Coolidge in a telegram to Mr. Gompers said: "The right of the police of Boston to affiliate with the American Federation of Labor has always been questioned, never granted. It is now prohibited. There is no right to strike against the public safety by anybody, anywhere, anytime. I am equally determined to defend the sovereignty of Massachusetts and maintain the authority and jurisdiction over her public officers where it has been placed by the constitution and laws of her people."

On September 24th Governor Coolidge issued a proclamation to the citizens of Massachusetts. This document is so unusual in its penetration and clarity of statement that I quote it for the benefit of the public outside Massachusetts.

There appears to be a misapprehension as to the position of the police of Boston. In the deliberate intention to intimidate and coerce the government of this Commonwealth a large body of policemen, urging all others to join them, deserted their posts of duty, letting in the enemy. This act of theirs was voluntary, against the advice of their well wishers, long discussed and premeditated, and with the purpose of obstructing the power of the government to protect its citizens or even to maintain its own existence. Its success meant anarchy. By this act through the operation of the law they dispossessed themselves. They went out of office. They stand as though they had never been appointed.

Other police remained on duty. They are the real heroes of this crisis. The State Guard responded most efficiently. Thousands have volunteered for the Guard and the Militia. Money has been contributed from every walk of life by the hundreds of thousands for the encouragement and relief of these loyal men. These acts have been spontaneous, significant and decisive. I propose to support all those who are supporting their own government with every power which the people have entrusted to me.

There is an obligation, inescapable, no less solemn, to resist all those who do not support the government. The authority of the Commonwealth cannot be intimidated or coerced. It cannot be compromised. To place the maintenance of the public security in the hands of a body of men who have attempted to destroy it would be to flout the sovereignty of the laws the people have made. It is my duty to resist any such proposal. Those who would counsel it join hands with those whose acts have threatened to destroy the government. There is no middle ground. Every attempt to prevent the formation of a new police force is a blow at the government. That way treason lies. No man has a right to place his own ease or convenience or the opportunity of making money above his duty to the State.

This is the cause of all the people. I call on every citizen to stand by me in executing the oath of my office by supporting the authority of the government and resisting all assaults upon it.

It is a great thing for this country at this time that Massachusetts should have as its chief magistrate a man of the character of Calvin Coolidge.

The fact that the Commonwealth is squarely behind Governor Coolidge and squarely against the striking policemen is revealed by the vote on September 23rd in the primary. The total vote for Governor Coolidge was 33,500 larger than a year ago. Only three cities in the state—Attleboro, Cambridge and Beverly—cast a smaller vote for the Governor than last year. In other cities the increase ranged from a hundred or so to more than three thousand, notably in the city of Boston, which gave him 3,955 more votes in the primary than it did a year ago.

I came back from Boston feeling that we have made a distinct advance towards the solution of our industrial problems. These are most serious days for the civilized world, and especially for America. We must expect the war-weary nations of Europe to pass through long periods of stress before they begin to recover from the frightful devastation of the past five years. Here in America we have absolutely no excuse for the industrial chaos and confusion which seems to be increasing every day. Our people have the highest standard of living of any people in the world. Our country is self-contained in its vast economic resources. We are without excuse if we permit the revolutionary propaganda which threatens now to destroy Europe to establish itself here. The Boston police strike, with the interpretation of it furnished by Governor Coolidge and by the citizens of Massachusetts, has cleared the air. It shows us that there are limits beyond which no class in the community can go safely in an attempt to advance its own interests as against the general interests of the Commonwealth.

No policeman or organization of policemen ought ever to strike. A policeman takes an oath of office. He is like a judge. What would we think of the judges of our country if they were to affiliate themselves with a bankers association or a manufacturers association? Such conduct would destroy our judiciary at one blow.

The police of our land represent all the people. They must know neither friend nor enemy. They must enforce the law without fear, favor or affection. In accepting their honorable position as guardians of the peace they must make some sacrifice, as must all public servants. If they cannot stand the conditions of their task they are at liberty to resign voluntarily. They ought to be free to effect such organization within their own numbers as may be necessary to make their appeal for a square deal efficient and effectual. For the policemen of a city to join a branch of the American Federation of Labor will never be permitted in America, unless our citizenship loses its love for American principles, its faith in American institutions, and its desire for the best interests of the country.

I find everywhere alarm and suspicion growing rapidly among various people who hitherto have been unqualified supporters of organized labor. Another case like the Boston police strike would put the cause of organized labor in America back a generation. There is a growing belief that the American Federation of Labor is more than willing to have the police force of the country in affiliation with it because in times of strife and strikes the police would be on the side of the Union and against the employer. American democracy is not a class proposition. Classes and interests are a necessary evil, a mere temporary phase of democratic development. The policeman, like the judge, the preacher, the teacher, the fireman, the doctor, and any other represents not a class but all the people.

The time has come for the whole nation to give thought to the cause of all the people. It is time to sober up and face the facts. If public servants like policemen or firemen may desert their posts, then our civilization is breaking up into the same chaos which has fallen upon poor Russia.

I do not believe that the American people will barter away their priceless birthright for this miserable mess of pottage. We want no tyrant either of a class, of an organization, or of an individual autocrat. We want equality before the law for all. We will not be seduced from our allegiance to fundamental Americanism. If our people will only take thought the country will be safe in their hands.

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Callers at the White House

Concluded from page 576

him over from the State department, and they were received in the Blue Room. The President asked me to go down with him. "The talk was mostly about the Baroness," and very nearly a monologue on the part of the visitor, who gave to the President a photograph of his wife. After the departure of the extremely loyal husband, the President remarked, as we returned upstairs, that he presumed he should have exchanged photographs.

Professor Goldwin-Smith, then living in Canada, was a visitor of deserved distinction, and also Sir Charles Tupper, so long premier of the Dominion. Sir Wilfrid, with Lady Laurier, visited Washington shortly after he had defeated Sir Charles, and become premier. A reception was given them at the home of Gen. John W. Foster. When presented to Lady Laurier, I made the best little speech I could, indicating how pleased we all were that the Liberals had come into power, but mentioned the name of Sir Charles in a properly complimentary way. Lady Laurier bristled up at once, and quite good-naturedly but emphatically gave me to understand that the ex-premier was not to be compared with Sir Wilfrid. I got out of the trouble in a half-awkward way, I am sure, meditating upon the philosophy of Fortescue and others, that "comparisons are odious," and of Dogberry that they are also "odorous," and thoroughly convinced of the wisdom of one of the twelve good rules of King Charles,—"make no comparisons."

Sir Henry Morton Stanley visited Washington in the winter of 1890-91, and was the guest of the British embassy. He was accompanied by Mrs. Stanley, who was Dorothy Tennant, supposed to be the original of Millais' "Yes or No." At the dinner given them by Sir Julian Pauncefote, British Ambassador, it was my fortune to take out Mrs. Tennant, Lady Stanley's mother, and to enjoy the opportunity of a somewhat familiar talk with the distinguished explorer, whose discovery of Livingstone under the order of the proprietor of the New York Herald to "find Livingstone," was one of the world's newspaper romances. The President entertained Sir Henry at a luncheon on the 6th of December. After leaving the table, sitting in the corridor at ease, smoking their after-luncheon cigars, the traveler and the President had a lengthy conversation, with the exchange of good stories, greatly enjoyed by the company. General Harrison was not easily excelled as an entertaining talker in hours of post-prandial idleness, and, of course, Stanley was full of modestly told but fascinating experiences. I have noted that "Stanley is much smaller than Mrs. Stanley, and the couple, when together, look a bit peculiar." He was a solid, stocky, auburn-complexioned man, hard-tanned by African suns, easy and informal in manner—"a jolly good fellow," who knew himself, and a thing or two about others as well.

One of the funny things to me, in a way, was the reception to the members of the British Iron and Steel Association, October 25, 1890. Sir William Thomson, afterwards Baron Kelvin of Largs, was its distinguished president. There was quite a company of them, and they were distinctly English. They understood all about the etiquette of royal receptions, and were adepts in the art of "bowing and scraping," of which there was considerable—as I have noted on the part of the British Chargé, who came on March 31, 1889, to deliver to the President a gracious message of sympathy from Queen Victoria over the disaster to American vessels in Samoa Bay. "Presentation to the President" to these English ladies and gentlemen conveyed the idea of bowing to him individually, in a perfectly deliberate

manner, and then backing away. There were two or three hundred in the party. They were arranged in line, and instructed that all that was expected of them would be to pass in front of the President, shake his hand in the prevailing thirty-a-minute tempo, and then go ahead. They meant well; but this simple method of seeing and greeting the national head was a bit too much for many. Instinctively some one would stop, bow, fail to take the presidential hand, and in the confusion, bob backward, causing all behind to bump into each other threatening to send some to the floor. By dint of expert and sympathetic handling on the part of attendants who had been through such experiences before, the kinks were straightened out, and the "reception" passed off with reasonable success. It finally became absolutely necessary to alter the program of public and other "receptions," doing away entirely with handshaking, and later abolishing the usual daily crowds of mere curious sightseers. Seeing the President is not now so simple and so unceremonious a "stampede" as it once was.

It was during the Harrison administration that the Pope sent the first nuncio, or legate, to the United States. The announcement caused a bit of a flurry. It was a new thing and some folks "smelled a rat," so to speak, as is rather usual in certain circles when the wind sets in from the Vatican. On the 14th of November, 1889, Archbishop Satolli, with Bishop Keane and other leading representatives of the Church, called at the White House. They came into the secretary's room. Satolli was a typical Italian priest, with the mien and gesture and atmosphere natural to one of his heredity and environment. He could have just stepped out of the pages of Disraeli's "Lothair." He did not speak English, and was naturally under a degree of embarrassed reserve because of that fact, as well as from the knowledge that he was starting on an hitherto unfamiliar errand, so far as the United States was concerned, and might well have some uncertainty in mind as to his reception that would reflect itself in his manner. It was one of the President's busiest days, and I found it impossible to arrange an interview at once. Explaining the situation to the Monsignor's companions, we had a pleasant conversation, and what I had to say was conveyed in Latin to Satolli, and a date fixed when he could call upon the President. Suffice it to say that the liberties of the Republic were not particularly imperilled, and so far as Monsignor Satolli was concerned his service as legate of the Pope—a kind of Superintendent to the Missionary Roman Church in the United States—was beyond just criticism.

Personally, I have never been able to keep myself in a state of permanent frictional irritation over the possibility of our free institutions being either openly or insidiously overturned by Catholic assault or intrigue—managing to keep a reasonable frame of mind about the ability of our people to take care of the jewel of liberty of conscience and freedom of belief—religiously speaking; also being able to appreciate a difference between the Catholic Church in the large and the supposed schemings of an ultramontane political hierarchy. They have done pretty well with this problem in Italy, while all over the world there has been a steady advance toward religious toleration.

Upon no question is there more instant and constant jealousy than upon this one of religious freedom and independence. Once I had occasion to visit Cardinal Gibbons and Archbishop Ireland to talk with them about the Indian School question, over which there was much feeling. With the Archbishop my acquaintance was of long standing and our friendship re-

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remained unbroken to the day of the death of that highly-esteemed prelate. With the Cardinal the acquaintance was shorter and possibly more formal, but we were on the best of terms and the regard has not been lessened with the years. When I left them at the door of their room in the Cape May hotel I assured them there would be no interference with any legitimate right of the Catholic Church, and that the whole American people and their government wished only well to the great Church they represented as a spiritual force in the life of the nation; but laughingly repeated what Murat Halstead once said to me over the result of an election in which the public was made to believe that the Church had attempted to wield an unfair and improper

influence—that "Whenever the Pope's toe was unduly intruded into American politics the people would be certain to mash the nail off"—and the like can be said of any other church or religious organization. In this both men heartily agreed. While "eternal vigilance is the price of liberty," it may not be out of place to remember that equal and exact justice to all men and to all faiths, which "no favor can sway and no fear can awe," is also an abiding necessity for free government—a suggestion that has a much wider significance and more comprehensive application at the present juncture than ever, extending not only to religion, but also to industry, to economics, and to the social order: indeed to every phase of the nation's life.

Tales of a Bank Teller

Concluded from page 578

asked to have his \$1,000 check in \$100 bills. The teller, behind with his work, picked up ten \$1,000 bills. The farmer did not stop to count it, but put it in his wallet and walked out. On discovering it, his natural honesty prompted him to return it. Such an error as this would not be likely to happen in any but the largest banks where they handle bills of large denominations. The smaller banks would only take the bills out of the vault when called for. In this way the chance for an error would be reduced to a minimum.

As an example in remembering facts, a teller on the Pacific coast relates this interesting experience: A man had forged a check for \$12 and it was so cleverly done that he succeeded in getting it cashed. However, he was caught and sent up for three years. Three years later the manager of the exchange department came to the paying teller to know if a check was all right. It was for twenty dollars. The teller asked him about the transaction, as the signature did not look quite like the one on file.

"A man at my window wants to buy a draft on New York for thirty dollars. He offered this check for twenty and a ten-dollar bill as payment," informed the exchange man.

"Let's have a look at the man," the paying teller replied.

He stepped down to the exchange window and there stood the fellow who had forged the check for twelve dollars three years before. He had just served his time and was trying his old tricks again. He received another sentence, but the ten-dollar bill was good, so they kept that. They are now two dollars short on the first forgery, and haven't quite given up hope of getting that back at some future time.

The cashier of a bank in a medium-sized town of a Central State was at the window waiting on a customer. After the man went out he put up the sign "closed for the day" and began the work of balancing. He was interrupted by a noise at the door. On opening it, he found his customer of the late afternoon. He was very red in the face and was talking in a high-pitched tone of voice. He demanded a hundred dollars more money, claiming he had been short-changed when he was in the bank getting the check cashed a few minutes before closing time. When asked if he noticed the shortage at the time, he admitted he had not; he did not count his money until he reached the hardware store. No, he was sure he had not dropped it on the street. The man was quite wealthy, as wealth goes in that community, and his business was large enough to make him a good customer of the bank. But the cashier flatly refused to make the loss good. The customer stormed about and declared he was going to take his business somewhere else. He was told that that was his privilege, but under no circumstances would the bank give him a hundred dollars, as they had already "proved" on the day's business. If they had been "over" that amount, they would have let him have it.

As the cashier was locking the front door behind him, his glance traveled along the floor to his window, and there under it was the \$100 bill! While standing at the window the man had dropped it.

I remember going into a bank to get a check certified. It was after the closing hour and all the windows were closed. An Italian fruit peddler was leaning over the counter in the lobby. He was very excited and was lamenting the loss of several hundred dollars. It seemed that earlier in the day he had cashed a check and had not stopped to count his money. That evening he found himself short several hundred dollars. He was in the bank waiting for the paying teller to "prove." If the teller was "over" that amount, it probably belonged to him; in fact, they had told him that they would give it to him. When they "struck," the paying cage was over that amount.

Yet this same teller was the fastest and most accurate man in that city; in fact the United States Treasury Department had been watching his work and had made him an offer which he was considering.

I will never forget the expression on that Italian's face as he was given the money; it certainly was "sun-kist!"

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GENERAL WOOD, 1011; change from Wilson, 117.
PRESIDENT WILSON, 300; change from Hughes, 43.
CHARLES E. HUGHES, 210; change from Wilson, 21.
SENATOR JOHNSON, Calif., 324; change from Wilson, 88.
WILLIAM H. TAFT, 98; change from Wilson, 42.
SENATOR BORAH, Idaho, 49; change from Wilson, 11.
WILLIAM C. MCADOO, 69; change from Wilson, 47.
GOVERNOR LOWDEN, Illinois, 89; change from Wilson, 15.
SENATOR HARDING, Ohio, 56; change from Wilson, 11.
GENERAL PERSHING, 33; change from Wilson, 9.
SENATOR SUTHERLAND, West Va., 111; change from Wilson, 33.
SENATOR LODGE, Mass., 31; change from Wilson, 44.
EUGENE V. DEBS, 51; change from Wilson, 19.
GOVERNOR COX, Ohio, 54; change from Wilson, 44.
MAYOR OLE HANSON, Seattle, 262; change from Wilson, 69.
Scattering votes for 51 others, 222, including all candidates receiving less than 20 votes each.



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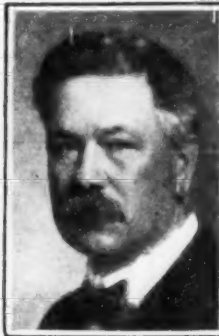
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THERE is many a slip-up on Wall Street. Its contending forces embrace two factions—those who want to buy stocks for a profit and those who want to sell in the belief that lower prices will give them the advantage.

So we have the bulls looking for higher prices and the bears looking for lower quotations. The outsider who does not realize that these factions are both at work all the time is sometimes caught between the two. A good many were caught when they sold the steel and iron stocks short in expectation of a strike and in the belief that this must inevitably lead to lower prices for all the steel and iron securities, and especially for U. S. Steel.

The strike was declared, but the steel stocks, after yielding a point or two, began to show unexpected strength. This was largely due to the fact that the bears who had sold their shares short hastened to cover. Purchases by the short interest in the steel stocks gave them their resilient quality after the strike news came out.

But the bears may have their innings yet, for a great strike in an industry as widespread and predominant as iron and steel, unless speedily settled, may lead to most serious complications. It certainly will if sympathetic strikes among the railroad men and other large collateral organizations should follow.

The feeling in financial circles is that the public is so sick and tired of being "the goat" while employer and employee are at war, that Congress is becoming aroused to the danger of antagonizing the great middle class voter, who gets nothing from strikes but higher cost of living, higher rents and greater hardships all around.

The change in public sentiment is coming like a storm of protest against the radical faction that seeks to dominate the Federation of Labor. There is no question that the I. W. W. is behind this faction and the Bolshevik behind the I. W. W., for Bolshevik money has been traced in the Red propaganda in this as in every other country.

It only needs the stirring up of public sentiment to put an end in great part to prevailing unrest, which is not American either in tone or tendency. It is largely inspired by an unassimilated foreign element and the patriotic Americans in their indignation are getting ready to rise in their might and demand that these trouble-makers be sent back to the countries from which they came. This will be the next move and it will put an end to one of the principal causes of strikes in our various industries, textiles included.

There is prevailing fear that President Wilson, with his Socialistic leanings, which no one fails to recognize, may not put his foot down in dealing with the steel strikes as squarely as he did when he denounced the strike of the Boston police force as "a crime against civilization." But the President himself may begin to see the glow of a new light of reason and if he does, the optimism of some of the leaders in Wall Street will be justified.

There is no question that if labor unrest should subside and if the workers would stimulate production, the markets of the world would be open to us as never before and give us an opportunity to dispose of all our surplus of manufactured as well as raw material. The golden gate of trade has opened to us and the American dollar is at par while currencies of all the other great nations are at a discount, a condition unprecedented in the history of the world.

Opinion is equally divided as to whether conservative influences in labor circles and at Washington will carry the day. Of one thing we are sure and that is that the protracted discussion of the League Treaty is reaching an end. With this perplexing and all-important matter out of the way, and with the decks cleared at Washington for the return of the railways to their owners under any fairly equitable plan, the clouds will lift.

Meanwhile, conservative operators on Wall Street who took their profits on the recent rise are waiting an opportunity to buy on any reaction such as might mark

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as sanguinary a culmination of the steel strike as we had at Homestead twenty-seven years ago. Curiously enough that great strike was inspired, as the present one has been, by the foreign element. The melting-pot, it seems, does not melt.

T. NATCHIEZ, MISS.: Sterling is safer than marks.
E. BUFFALO LAKE, MINN.: Better hold your St. Paul and even up on a bad break.

D. CAMDEN, N. J.: It would be well to even up on Rock Island 6 per cent. pfd., if the market has a drop. Don't be in a hurry.

H. BROOKLYN, N. Y.: The Morton Petroleum Co. is said to have valuable oil lands, but the stock is not a "good investment."

H. BRIDGEPORT, CONN.: The small investor should go into successful enterprises of an established character, not into new ones whose future is uncertain.

N. JOHNSTOWN, N. Y.: Your \$1500 might well be divided between shares of International Mercantile Marine pfd., Union Bag & Paper, and Corn Products pfd.

O. JUNAUE, WIS.: The Central Power Company pays no dividend, and has a very small surplus. The first mortgage 6's may be safe, but there are more desirable issues.

G. CHICAGO, ILL.: The Wahl Co. has a very good directorate, and a going and growing business. But the capitalization looks liberal. The stock is more like a speculation than an investment.

B. MINNEAPOLIS, MINN.: Cresson Gold has lately been growing highly speculative. Earnings have fallen off, the company is drawing on its reserve for dividends, and it looks as if the dividend must be reduced.

B. GRAND LEDGE, MICH.: U. S. Steamship is hardly entitled to be called "a fair speculation" just now. It is rather a long pull. Crown Oil, which has been selling as low as 20c., is not a stock to be recommended.

B. WHAT CHEER, IOWA: The big tire companies have such an advantage over the smaller one that new enterprises, I fear, will have a difficult time to make headway. Put your money in an established enterprise.

K. MEADVILLE, PA.: Barnett Oil & Gas stock is all common. The market price was depreciated by lack of earnings and authorized increase of stock from \$2,500,000 to \$10,000,000. At present I see no chance of any marked gain.

B. RIVERIDGE, N. J.: It is almost always best to accept a good profit, on even first-class securities, and take the chance of getting the stock back at a lower figure. It would be better to hold than to sacrifice Illinois Pipe Line Shares.

H. FOND DU LAC, WIS.: Armour & Co. 7 per cent. pfd., and Procter & Gamble 6 per cent. pfd., are excellent business men's investments. Both companies are prosperous. A good railroad stock to buy with your \$500 is C. C. C. & St. L. pfd.

F. TOLEDO, OHIO: A great many persons have been buying marks as a gamble, believing that Germany's finances will be restored in due time. At this, one banker's guess is as good as another's. It is said that many counterfeit marks are in circulation.

H. SAN FRANCISCO, CALIF.: Keystone Tire's gyrations have caused criticism by conservative financiers. In view of their fluctuations—rising to very high figures and then slumping—the shares are not so desirable as those of many other industrials.

B. DETROIT, MICH.: So far, North American Pulp & Paper has not been able to pay dividends. The company has extensive properties, and reports an improved financial condition. The stock is still highly speculative. I prefer Int. Paper or Union Bag and Paper.

L. PIERCE, COLO.: The flagrant deception to which men of repute lent themselves in the Victoria Chief Copper Mining affair led many to wash their hands of it entirely. I have no way of getting at the real situation, but hesitate to advise that good money be sent after bad.

M. NEW YORK, N. Y.: American Tel. & Tel., Chicago Northwestern, Union Pacific pfd., New York Central and International Mercantile Marine pfd., are all of the right type for investment. Of course, first grade bonds have a greater element of safety under the conditions.

M. MARTINSVILLE, ILL.: Chicago and Alton 3 1/2's aggregate \$22,000,000 and are a first lien on only 85 miles of road. They are a second lien on properties securing the refunding first bonds. They are quoted at about 34, which shows they are speculative. I prefer bonds of stronger roads.

M. PINE BLUFF, ARKANSAS: California Petroleum is pretty heavily capitalized, but reports good production. It is not among the most attractive oil properties. American International Corporation, paying 6 per cent. and earning, I am told, much more, looks like a better purchase.

H. MONMOUTH, PA.: On a pronounced break anywhere below \$50, Midvale Steel should be a fair purchase. The company has valuable properties and is paying a yearly dividend of \$4. It has a surplus of over \$57,000,000. Its future depends on the effect of general conditions on the steel industry.

W. ASHLAND, NEBR.: In spite of improved earnings, and ability to pay the full 7 per cent. on pfd., the directors of the International Agricultural Corporation decided to continue the conservative policy of paying only 5 per cent. There is no indication that the accumulated dividends will be paid within the near future.

S. NEW HAVEN, CONN.: I certainly do not advise you to put your savings in the Motion Picture Producing Co. of America, or anything else that promises you "a fortune." A woman should shun speculative stocks. Put your money in the bonds or pfd. stocks of the best dividend-paying railroad and industrial organizations.

S. OAKLAND, CALIF.: Missouri Pacific has a good property, and with fair play at the hands of the Government, you should not lose on your stock

if you are patient. Many shrewd operators always take a profit of 3 to 5 per cent. in the hope of buying back and repeating the process. Everyone must decide such a matter for himself.

D. LA CROSSE, WIS.: On a break Anglo-American Oil and American Woolen would be all right to buy for a speculative turn. Jewel Tea is not so desirable. In this unsettled situation, the best of the pfd. stocks would seem safer for purchase with your \$5,000. Coca-Cola, around \$30, may offer the speculation you speak of.

H. BIRMINGHAM, ALABAMA: The Pan-American Oil Corporation, controlled by the Okmulgee P. & R. Co., has only a small surplus, and disburses nothing to stockholders. It is unattractive. The Pan-American Petroleum & Transport Company is a strong corporation controlling the Mexico Petroleum and other companies. It is paying 7 per cent. on pfd., and 10 per cent. on common.

D. MILES CITY, MONTANA: All the stocks you mention are dividend-payers, except Green-Cananea, and if the copper market should get brisk this issue will resume dividends. Willys-Overland pfd., Goodrich, Nor. Pacific and Great Northern pfd. are preferable to Greene-Cananea and Inspiration Copper. Always in the long run good railroads and industrials are better than mining stocks.

C. PATERSON, N. J.: General Motors Corporation is flourishing and expanding and recently increased its authorized issue of debenture stock to \$500,000,000 and also common stock to \$500,000,000, to make provision for future financing. The debenture stock is a pfd. issue which has a higher redemption value than the regular pfd. It pays 6 per cent. and is an excellent business man's purchase.

S. AUSTIN, CALIF.: Your list of securities—including So. Pacific; St. Paul 4 1/2's; Beth. Steel 7's; Liggett & Myers 6's; Pacific Gas & Electric 5's, and others—embraces what might be called good business men's semi-investments, not in the gilt-edged class, but reasonably safe. The listed stocks and bonds are the most attractive. Commonwealth Petroleum common, the only one making no return, is a speculation. Hold all your Government bonds, at least until they reach par.

Free Booklets for Investors

The method and the opportunities of speculation with puts and calls are explained in free booklet "L" issued by William H. Herbst, 20 Broad St., N. Y.

The Northwest Trust & Savings Bank, Seattle, Washington, which specializes in Pacific Northwest securities, will send its circular A-1049 to any interested party.

"The Bache Review" the reliable financial weekly, has proved of great value to investors and business men. Copies free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

First mortgage bonds secured by income-producing real estate and yielding 7 per cent. are offered by G. L. Miller & Co., Inc., 131 Hurt Bldg., Atlanta, Ga. The property is appraised at twice the amount of the issue. Ask Miller & Co. for illustrated circular.

On a rising stock market convertible bonds have an attraction in addition to their investment value. A good list of such bonds may be obtained by writing for special letter L. G. to J. Frank Howell, member Consolidated Stock Exchange, 52 Broadway, New York.

The stock of the Ajax Oil Co., operating in the Burkhardt field, and paying monthly dividends of 1 per cent., is being distributed by Farson, Son & Co., members N. Y. Stock Exchange, 115 Broadway, New York, whose circular A. L. W. is available for any applicant.

An investment opportunity combining a good yield and safety is found in the 6 1/2 per cent. first mortgage bonds safeguarded under the Straus plan. The bonds mature in 2 to 10 years. Literature describing them may be obtained by writing for Circular No. K-903 to S. W. Straus & Co., 15 Broadway, New York, and Straus Bldg., Chicago.

Among its selected investment securities, the Bankers Mortgage Co. of Des Moines, Iowa, especially recommends the direct obligation of a successful company established 25 years, netting 6 1/2 per cent. Descriptive circular N-104 may be had by addressing the company at either of its offices, 112 W. Adams St., Chicago, 521 W. Walnut St., Des Moines, and 512 Fifth Ave., New York.

The Babson Long Swing Method of investment and speculation has enabled clients to make a profit of over 200 per cent. during the past eleven years. Babson's R. ports help one to increase his investment capital with measurable safety. For a complete explanation of the Long Swing Method write for bulletin No. 2447 to the Babson Statistical Organization, Wellesley Hills, Mass.

The recent rise in Liberty bonds was a reminder of the fact that they will all some day sell at par or over. Owners of Liberties may easily add to their holdings of these or other first-class bonds by buying on the partial payment plan. Booklet D-4, "Partial Payment Plan," making a full explanation, will be mailed to any address by John Muir & Co., specialists in odd lots, 61 Broadway, New York.

The advancing tendency in U. S. Government bonds confirms the soundness of the advice to purchase them which has been regularly given by the well-known house of Kidder, Peabody & Co., 115 Devonshire St., Boston, and 17 Wall St., New York. The firm is prepared to buy or sell large or small lots of these issues. It has prepared a circular on investment securities which it will send anywhere on request.

The Federal Bond & Mortgage Co., 90 E. Griswold St., Detroit, Mich., with a reputation for conservatism, offers 6 per cent first mortgage real estate serial gold bonds based on new income-producing buildings and land. Securities dealt in by the company have been bought by investors in every State. On request, the company will forward, without charge, its useful booklet, "Questions and Answers on Bond Investment."



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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Weekly Suggestion. It might prove interesting to take the outstanding countries represented this week, for example, Belgium, Germany, Bavaria, and France and note the important points in their development suggested by the pictures, comparing and contrasting these. The way our Government and the governments of these countries are handling the problems thrust upon them would prove an excellent topic for discussion. This issue touches upon our own labor and industrial problems and the large way in which we do things, e. g., in the realm of business, as shown on p. 571. This is a timely theme.

Pictorial Digest of the World's News, pp. 572-575. What are some of the problems now before the people of the world, as shown by these pictures, and what are some of the ways they are trying to solve them? (Note also the means pictured in connection with Dr. Eaton's article, p. 569.) Which of these means do you regard as the most effective and why? What is the most serious problem your community has faced recently? What ways were suggested or tried out to settle it? Are any of them represented here? Has your community done anything to honor the soldier dead? Do you regard this as an important community matter? Why? What seems to be the most pressing problem now before the people of this country? Why? Is your community affected? What other countries are facing serious situations? How serious? Do they affect us in any way? Why should the opening of the Otay dam be regarded as an important happening? Why should the fleet visit these great harbors on the Pacific coast?

Millions Wasting in Open Storage, p. 571. How many different types of motor vehicles appear in the pictures? What were some of the purposes served by these? How many such vehicles are used by the people of your community? How many of these could be used to advantage in your town or city? Prepare a diagram, comparing these 47,000 with the number used in your community. Estimate (in a graphic way, if possible) the amount of money represented by the trucks in the lower picture. How does the amount invested compare with the amount invested by a community of, say, 2,000 people in such means of transportation? On what grounds, if any, could the policy followed here be justified? Does this prove anything with reference to the effectiveness of government in carrying on business enterprises? Where should the responsibility for these things be placed? What would you suggest to prevent such things happening?

Seen in King Albert's Land, p. 577. Where in King Albert's land would you expect to see these things? Make a note on the map of the most interesting cities in Belgium, where such scenes would be common. Which of these interests you most, and why? To what particular incidents or events of the past five years do they call attention? How large a part of Belgium suffered at the hands of the Germans? Can you add any other important incidents not suggested directly by these pictures? How were we associated with these? What are some of the problems which King Albert's land is facing in consequence of these things? Read Gibson's *Journal of a Legation in Belgium* (Doubleday) for a vivid, interesting narra-

tive of the events connected with the first days of the German invasion.

Germany's Fighting Men at Play, p. 579. How does this sort of training compare with the training and sports of the American soldier? What particular purpose would be served by such exercises? How does this compare with German military training before the war? What are the terms of the Peace Treaty covering the size of the German army? What was the size of this army before the war? How much time and attention are nations likely to give to armies now that the war is over? To what extent, if any, will they be needed? What decision, if any, have we reached as a nation, on this point? Does the form of government of a country have anything to do with determining the size and kind of its army? Why?

War's Trail of Horror, p. 576. Where would this line of destruction run if it were represented on the map? What other large towns or cities suffered? What were some of the more important things to the life of the people which were destroyed? Do these pictures suggest the greatest losses suffered? Why? What would it mean to rebuild a city the size of Rheims? Supposing you were given such a contract, what would be some of the first steps to be taken and how would you go to work to estimate the expense of such an undertaking. How large an area in Europe must be rebuilt? How would it compare with the area of your State? How would the amount of money required compare with what your State or community raises in taxes? Is America doing anything to help in this work? Should we do something? Why?

When the Cloud of Death Advances, p. 578. Estimate the amount of ground covered by this cloud. Would it be large enough to wipe out your community? What preparations would be necessary to produce such a cloud? How great an expenditure of time, money and energy? To what extent is gas used in peace times? Has the use of gas on the battlefield stimulated in any way its use in peacetimes? How important a weapon was it? Will it be used in future wars?

Bavaria Sets its House in Order, p. 585. What part of Germany is Bavaria? Why is it a separate division? How large is it in comparison with the rest of Germany? How important in comparison? Do these peasants represent the greater part of the inhabitants? How large and important a city is Munich? For what is Bavaria noted abroad? What sort of troubles has it been through? How does it compare with the rest of Germany in this respect? Do these pictures indicate that the trouble is over? Could there be any recurrence of this kind of thing? Why? Will our signing or rejecting the treaty have anything to do with it? Why?

In Memory of a Great French Victory, p. 583. Where is Meaux? How old would you judge it to be? Is the picture any clue to this? Why? Describe the interior of this cathedral? What other French cathedrals are you familiar with? Are they like this in general style of architecture? When were they built? What do they indicate with reference to the past of France? What other country would you compare with France in its cathedrals? Where would we be likely to celebrate such an event? Would the celebration be likely to take this form?

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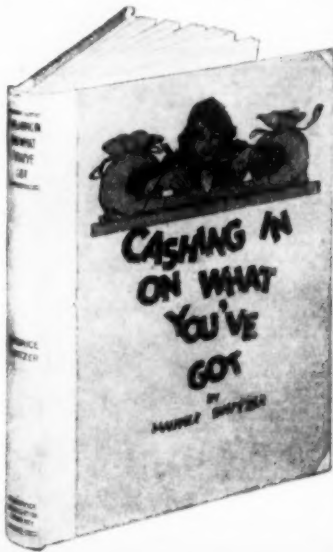
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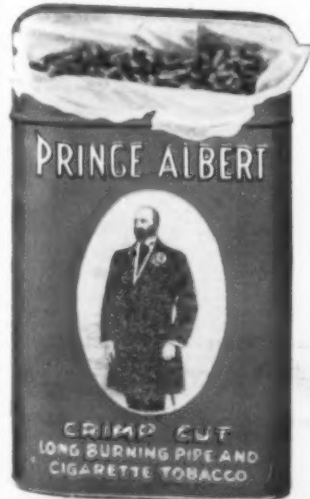
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